

GRAIN DEALERS JOURNAL

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Vol. I. No. 2.

CHICAGO, ILL., AUGUST 10, 1898.

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ONE DOLLAR PER YEAR.

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A GRAIN CLEANER

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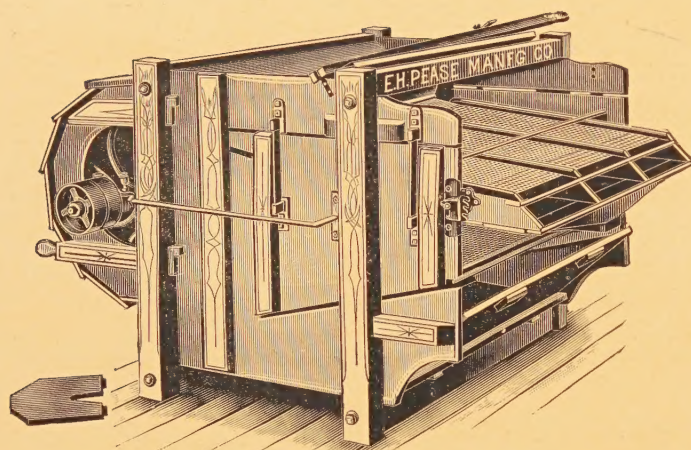
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A Good Cleaner

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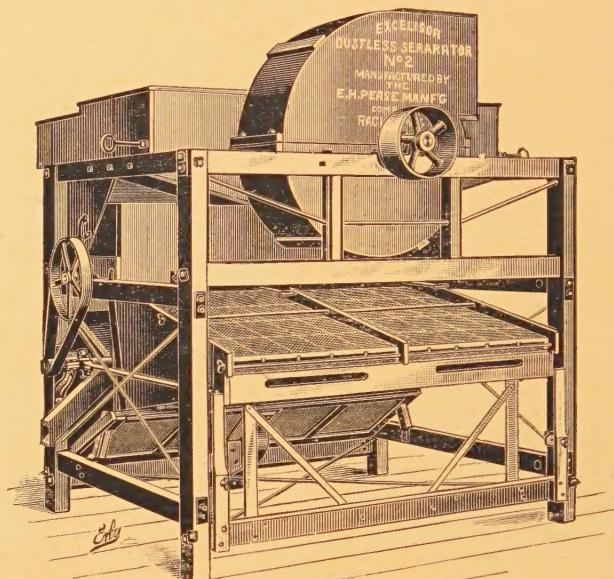
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IS A GOOD CLEANER.

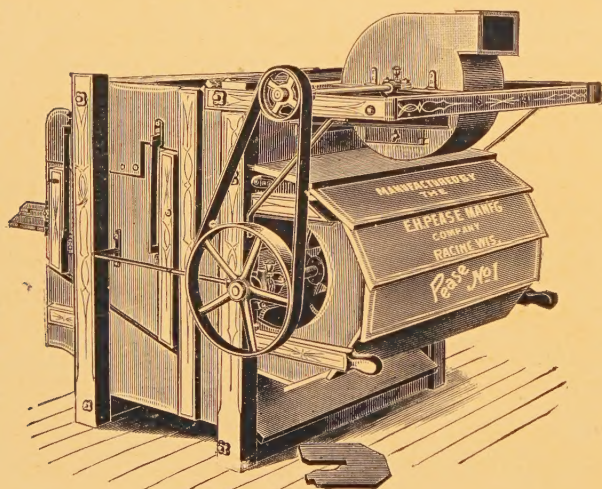


Pease End Shake Warehouse Fanning Mill.

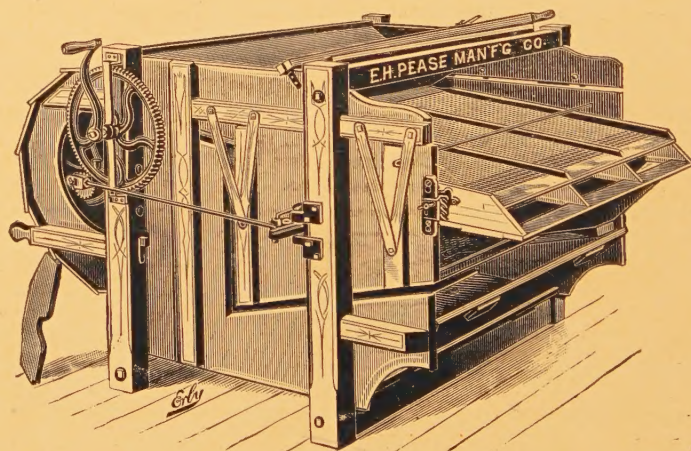
We make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.



Excelsior Dustless Elevator Separator.



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Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

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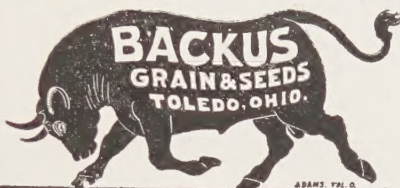
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Handling Consignments.

Transient buyers and farmers need not write us.

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Will make track bids.
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Sales made to At sight draft buyers only.

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Samples and delivered prices, Boston points required
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Make advances
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Sell by sample and make prompt returns.

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SUCCESSORS TO

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Established 1854. Incorporated 1887.

Grain, Hay and Seeds,

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Storage of Grain, Hay and Seeds Solicited.

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Choice Milling Wheat...

We solicit mill orders for choice winter wheat,
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Write for samples and prices.

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...WAREHOUSE...

Foot 131st St., Hudson River,
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Tracks. Storage capacity for 85 cars.

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Prompt Returns Made on Day of Sale

References: Mt. Morris Bank and
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Construction of GRAIN ELEVATORS

In Wood, Steel or Cement.

ESTIMATES FURNISHED 541 Rookery,
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Cash Assets, \$656,566.76

Furnishes reliable insurance on modern elevators and their contents at about one-half the rates charged by stock companies. If your elevator risk is up to our standard we can make you a handsome saving on your insurance. Full information and financial statement cheerfully furnished. Address the

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W. L. BARNUM, Secretary.

The GRAIN SHIPPERS'
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Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

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Operated by HARRY G. CHASE, 10 Pacific Ave.
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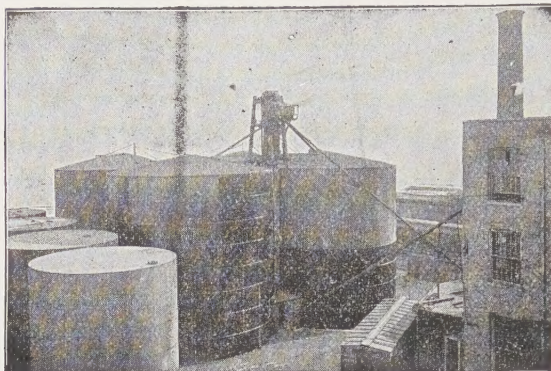
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For Grain Cleaners



GRAIN and LUMBER

are the two great staples of the country. Many grain dealers also handle lumber. If you are one of these you will be interested in THE TIMBERMAN, the weekly journal of the entire lumber trade. The regular price of THE TIMBERMAN is \$3.00 per year. Yearly subscription will be received for both THE TIMBERMAN and the Grain Dealers' Journal in combination at \$3.00 for the two, remittance for which may be sent to either paper. Sample copies of THE TIMBERMAN may be had free upon application to J. E. Defebaugh, Editor and Proprietor, 334, 370 Dearborn St., Chicago.

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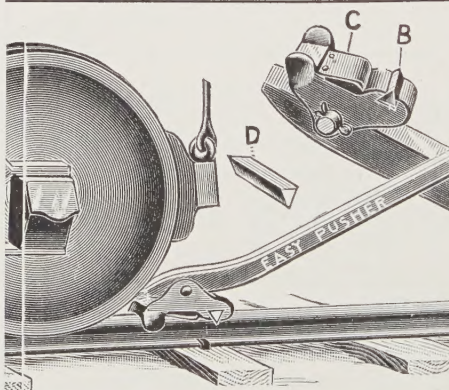
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For Any
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GENERAL OFFICES,

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Easy Pushers

IN DAILY USE.

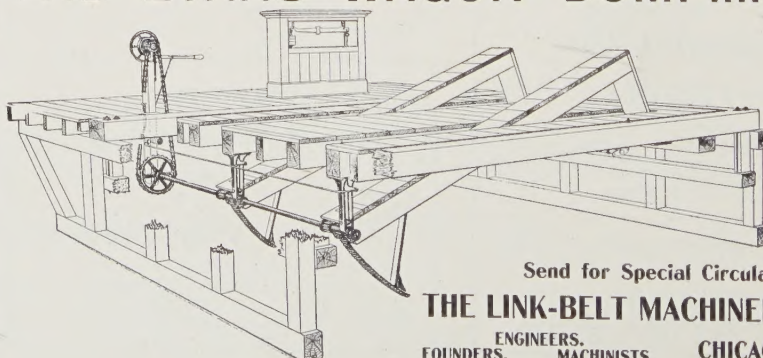
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Positively the Most Convenient and Powerful
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E. H. STAFFORD CO.,
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THE EVANS WAGON DUMP.... PATENTED



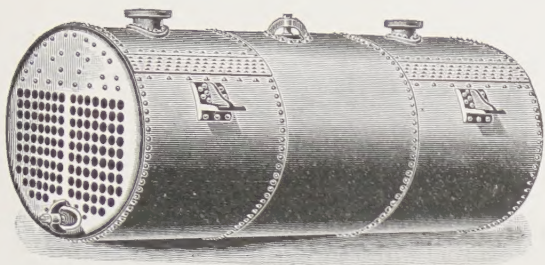
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Ultra
in
its line."

—Quanah Mill
& Elevator Co.,
Quanah, Texas,
July 15, 1898.

Send for Special Circular D.

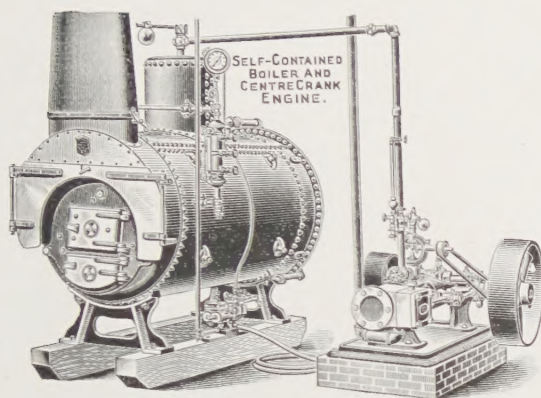
THE LINK-BELT MACHINERY CO.,
ENGINEERS.
FOUNDERS. MACHINISTS. CHICAGO, U. S. A.

Complete Power Plants.

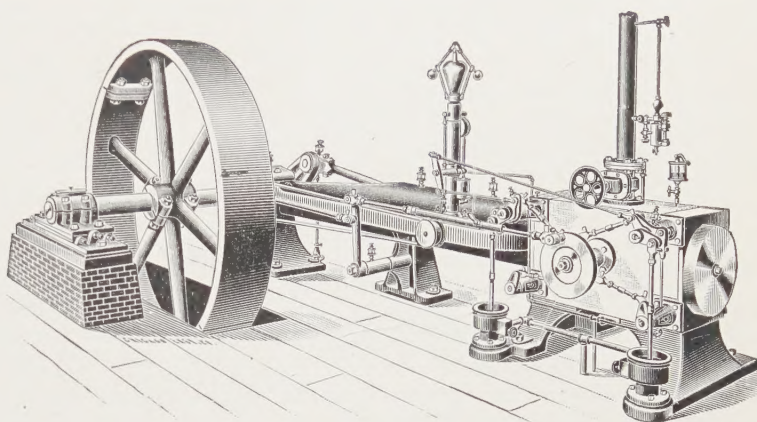


High Pressure Boiler.

High Grade Tubular Boilers,
First Class Corliss Engines.



Combined Boiler and Engine.



Sioux Corliss.

ECONOMICAL AND HANDY POWERS, JUST RIGHT FOR SMALL ELEVATORS.

The Murray Iron Works Co., Burlington, Ia.

GOLF SUITS OR SWELL CLOTHES.

May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lake and country resorts in Wisconsin. Oconomowoc, Waukesha and Delavan are among the list. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lakes Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

Write your name and address below and mail to

The GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the GRAIN DEALERS JOURNAL for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

GRAIN DEALERS' EXCHANGE.

WANTED.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

ELEVATOR WANTED.—I want to rent or buy an elevator at a country station in Illinois. Address Windsor, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

A new wheat elevator has been built at Florence, Ala.

Richards, Mason & Co. will erect a new elevator at Morgansfield, Ky.

Ballard & Ballard, of Louisville, Ky., are erecting five steel tanks for storing grain.

The new elevator at Tuscaloosa, Ala., owned by F. G. Blair, is nearly completed.

The new elevator at Lebanon, Tenn., is about completed. Its dimensions are 38x56 feet and 65 feet high.

Brownville, Tenn., reports a large wheat crop in that vicinity, and farmers are rapidly bringing their grain to market.

The new elevator of the Acme mills, at Acme, Ky., was given its first trial recently. It has a capacity of 70,000 bushels.

A company of Dickson capitalists, of Dickson, Tenn., are considering the erection of a grain elevator and storage building there.

Hon. J. M. Head's new mill and elevator at Rogama, Tenn., is nearing completion and will be ready for operation about September 1st.

FOR SALE.

AT ONE HALF VALUE.—If you want to sell a grain elevator or warehouse advertise it where grain dealers will read it. That is right here.

GOOD GRAIN BUSINESS for sale. Elevator for sale or rent at station which shipped 650 cars last year. Address Box 45, Lombardville, Stark Co., Ill.

GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

LARGE TRACK SCALE—For sale cheap. In first-class condition; capacity 100,000 lbs.; will weigh cars up to 38 feet in length; owners have no use for it; will sell same f. o. b. cars Grand Rapids, at a bargain. Speak quick if you want it. Valley City Milling Co., Grand Rapids, Mich.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

The Henderson Elevator Co., of Henderson, Ky., purchased 25,000 bushels of wheat in one day, the price ranging from 67 to 70 cents, according to quality.

The grain elevator of Charles H. Cox, at Haverhill, Mass., was totally destroyed by fire recently. The elevator contained considerable grain, flour and hay. The loss is about \$6,000.

P. R. Wilhoite has been re-elected grain inspector of Chattanooga, Tenn. His report for the past twelve months up to the present time shows that the grain receipts in Chattanooga amount to nearly 4,000,000 bushels, an increase of nearly 50 per cent over the previous year.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

A 50,000 bushel elevator is being built at Minco, I. T., to take the place of the one burned two years ago.

The farmers of Tarrant county, Texas, are considering the erection of a grain elevator at Fort Worth, Texas.

Brinson & Judd are erecting a new 10,000 bushel elevator at Fort Smith, Ark. It will be built of stone and brick.

The Collin county mammoth steel elevator at McKinney, Texas, is nearly completed. It has a capacity of 40,000 bushels.

A new 26,000 bushel elevator is being built at Denton, Texas by the Alliance Milling Co. It will be 45 feet high and 30 feet across.

The Farmers Elevator Company is steadily increasing its stock subscriptions and will erect a new elevator at Kingfisher, Okla.

Secretary Jenkins, of Guthrie, Okla., has chartered the Cherokee Strip Grain and Elevator Company of Ponca City, Okla. Capital stock \$2,000.

Struby & Butterfield's elevator at Denver, Colo., will be ready for business by October 1st. The net cost of the elevator is estimated between \$25,000 and \$30,000. It will be 126x50 ft. and 78 ft. high.

The Barnard & Leas Mfg. Co., of Moline, Ills., has recently placed a No. 35 special grain separator in the Acadia rice mill at Rayne, La., and a No. 3 elevator separator in the Wichita mill at Wichita Falls, Texas.

The Barnard & Leas Mfg. Co., of Moline, Ills., has placed two cotton seed hull packers for McCan Mfg. Co., of Macon, Ga., a No. 37 special grain separator for the Planters rice mills at Savannah, Ga., and a No. 6 Receiving separator for J. J. Triplete at Mt. Jackson, Va.

if U desire...

to keep informed on what is going on in the grain trade write your name and address on the back of this and mail together with One Dollar to the **Grain Dealers Company**, 10 Pacific Avenue, Chicago, Ill., and you will receive the

GRAIN DEALERS JOURNAL

regularly for one year.

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a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the **GRAIN DEALERS JOURNAL** can carry your sign to everyone in the trade. * * * * *

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy; One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., AUGUST 10, 1898.

The small capacity hopper scales at grain terminals must go.

Inspect your scales frequently and never claim shortage until you are sure of it.

The oat clipper is being used in the southwest to good effect in raising the grade of wheat.

Send us copy of contract which you use in buying grain from farmers for future delivery.

Shippers who confine their deals in futures to hedges against actual holdings will profit in the long run.

Illinois oat dealers who attempt to bleach oats in this state should not overlook the fact that the state has a law forbidding bleaching.

The crop of scalpers at country points in Kansas is said to be quite large this season. A similar condition exists also in several other districts.

Running a corner in the grain or seed market is not so easy as it would seem. This has been learned recently by Mr. Leiter and the National Linseed Oil Company.

Kansas City bucketshop keepers have been caused some trouble by the persistent district attorney, who insists on their paying a license fee of \$50, provided for by the new internal revenue law.

If Russia prohibits the exportation of grain, hay and straw this year, the United States will be able to work off its supply of old corn and oats, which have been a bear influence on the market for some time.

Grain shippers of Northern Iowa and southern Minnesota have organized an association, and seem to be on the right track for advancing the common interest of those regularly engaged in the business.

It seems that chinch bugs, or at least many of them, have heeded the wishes of many farmers, and gone to Oshkosh. Reports from that city are to the effect

that chinch bugs are doing much damage in that vicinity.

A good corn sheller will pay for itself in a short time, a fact owners of old, out-of-date shellers should bear in mind. The cost for repairs and extra power needed to operate an old, worn-out sheller will soon exceed the cost of a new one.

The country elevator man who puts his profits into machines for increasing the grade and value of grain, and improved facilities for receiving, storing and shipping grain, finds it far more profitable than investing those same profits in options.

The glucose sugar refining company has announced that it is prepared to sell rubber made from corn at 4½¢ a pound. If it succeeds in obtaining a good trade for this substitute for rubber, it will no doubt promptly put a little spring in the corn market.

At last the grain buyers of Michigan have become aroused to the need of working together for the advancement of their common interests. A meeting was held at Grand Rapids, recently. It is hoped that the state will soon have a well organized association.

If country grain shippers would not leave so many shovels in the cars, terminal elevator men would have to buy more shovels. At present some of the elevator men never buy a shovel, in fact, more than enough shovels to keep them running are found in the cars.

The assessors' returns from many Illinois townships show that the farmers have no grain on hand. As they would have to pay taxes on it, should they be honest enough to report the amount of grain in their barns and cribs, it is very natural that they should neglect to report it.

Country bucketshop men find the new revenue law quite a burden, and many of them have suspended business. If the law would drive all of them out of business, the grain trade could well afford to ask that it be enforced, even after a war tax is necessary for the purpose of the government.

Now that the Spanish war is over Cuba and Puerto Rico will be larger importers of American grain than ever before. Heretofore they have not taken much wheat, but have taken considerable flour, corn and oats. All grain from the United States will probably be admitted free of duty.

If the light oats of the '98 crop do very much shrinking, those who store them are likely to lose money by the transaction. The oats are already so very light that any material shrinkage, due to evaporation of the moisture they may contain, will materially diminish the elevator man's profit.

The crop of scoop shovel men promises to be unusually large in some districts this season, and regular dealers are already complaining vigorously of this illegitimate competition. Some of the railroad companies have adopted rules which will go far towards discouraging these irresponsible shippers.

Grain shippers of different districts report that farmers are backward in marketing their wheat this year. The high prices of last spring have tendency to make a speculator of every farmer who can afford to hold his grain, and no doubt more of them will hold back wheat this year than for some time.

Despite the fact that newspapers have persisted in predicting that Russia would soon be exporting large quantities of wheat from Siberia and flooding European markets, Consul Smith, of Moscow, reports that the Russian government is considering a proposition to forbid the exporting of grain from that country.

The agitation for better weights during the last three years has done much for the country elevator men. It has not only prompted the weighman at terminal markets to be more careful in their work, but also has induced the country elevator man to provide better facilities for weighing grain and to be more careful in weighing it.

The Kansas Grain Dealers' Association is still increasing its membership, and Secretary Smiley is confident that it will number 400 by October. The advantages of the association are sufficient to warrant every dealer outside of it to make a run for membership. The association merits, and it is hoped it will have the support of the regular dealers in the state.

A new idea is about to be introduced into the oat clipper business, in fact it is a system whereby the oats are clipped gradually and are cleaned thoroughly. Considerable merit is claimed for the system. If it does no more than call attention to the loose methods of many of the operators in charge of clippers, it will have done much to advance the interest of clipping houses.

The cheap gas engines on the market has done more to discourage the use of power of this character, than all other causes combined. Many engines have been installed before they were known to be a success. The makers in their eagerness to secure orders have cut prices, and installed engines that would not run themselves let alone running an elevator. There are several good engines on the market, but not all of them are suitable for elevator work. It would be of profit to the elevator man who contemplates buying a gas engine to look about.

A Chicago transfer elevator man who has taken the trouble to keep track of the curious objects found in grain cars reports live pigs, chickens, snakes, nails, ton of coal, spectacles, dog collars, jack-knives, coupling pins, handkerchiefs, many whips, and enough scoop shovels to keep the elevator running. All of which goes to prove that the country shippers have much to gain by cleaning their grain.

Minneapolis has been credited with starting in on a new crop by offering farmers a premium above the September option for cash wheat. Such bids as these will encourage the farmer to hold his wheat for higher prices. The facilities for holding grain on the farm are rapidly increasing in the Northwest and the farmers of that district must be expected to hold more of their grain henceforth.

Country grain shippers are not the most careful persons in the world, if one-half the terminal elevator men tell about them is true. The operator of an elevator, who has no interest whatever in grain except as a commodity to be removed from one car and loaded into another, says a car containing but one wagonload of grain is often received. On such cars a claim for shortage is not often presented.

Ohio grain dealers should not overlook their great indebtedness to the members of the committee appointed by the state association for conducting the prosecution of the grain tester case, which resulted in the Deaton law being declared unconstitutional. Secretary Wagner and E. A. Grubbs deserve special mention for their earnest work in the collection of funds and the prosecution of the case.

The regular grain dealer who declines to support any of the associations, and hugs himself in the enjoyment of the thought that he will profit by the trade organizations, although he contributes neither funds nor energy to their support may be greatly left, as the associations are learning how better to advance the common interest of members. Of course the trade at large will profit some, but not as much as the members.

A plan to cover all the wood work of the new Fitchburg elevator at Boston with fireproof tiling, has been abandoned. A number of tests of tile and wood were conducted in Chicago for the purpose of determining the practicability of making the Fitchburg elevator fireproof. It was found that it would cost more to make it fireproof than it would to build the elevator, and the shifting of the heavy load of grain from one side of the house would be very likely to crack the tiling and destroy its efficiency as a protector.

The crop liars of Kansas who brought forth that old story about grasshoppers stopping railroad trains are a little late in the season, in fact too late in the season to get it clean of the cobwebs and moss, before a large crop of wheat and oats had been harvested in Kansas. As the attempt to get the story credited has not been repeated, it is presumed that the circulators of it were discouraged by the failure of their first effort to influence the market.

Country elevator men who buy from farmers for future delivery should require a written contract of sale in each case, if they do not they cannot afford to hedge against the purchase. The farmers are so very unreliable that if the market changes it gives him encouragement to resell his grain and he does not hesitate to do so. If he had signed an agreement to deliver to the elevator man he would then be more likely to live up to his contract.

An Illinois shipper recently sent a large quantity of wet corn to Chicago to be run through a drier. If he had fitted up a drier at home it would have been much cheaper in the long run and his grain would have brought more in the market, as he could have dried it much sooner. A good drier would seem to be a profitable investment for many of the country elevator men, and surely would bring a good income for the transfer elevator operator of the country.

The farmers of Kansas whose mortgages Joe Leiter lifted by his wheat deal last season, out of the goodness of their hearts are talking of setting aside one cent for every bushel of wheat raised in Harvey county to remunerate, in a measure, Mr. Leiter for his late losses in the white pit. If a cent were set aside for every bushel raised in Kansas this year, the sum would amount to over half a million dollars, but as Mr. Leiter has a few pennies left it is not likely he will accept the offer.

Country elevator men who use steam power, and there are still many of them in the surplus corn states, will find it to their advantage to change their furnace grates when they change from coal to corn cobs. Some of them do not have enough cobs to keep their elevator running continually, so burn coal part of the time. To get effective results with coal the grates should not be more than 12 to 18 inches from boiler. With cobs it is quite different, they are consumed so rapidly and produce such an intense heat that the temperature of the boiler is changed so rapidly as to warp and crack it. Similar results are obtained where clippings are burned. For burning cobs or clipper dust grates should be from 25 to 30 inches below the boiler,

at least this has been the experience of several elevator men who aim to get as long service out of their boilers as is possible.

If the gas engine man would make more of an effort to give country elevator men an intelligent understanding of the operation of his gas engine, he would have fewer calls for assistance, and would not be required to send experts long distances. The trouble in the past has been that many of the gas engine makers claim that their engine was the best in the world and stopped with that. This clause unaccompanied by any information does not appeal to the intelligence of the average elevator man.

If country elevator men would offer to clean seed grain for farmers they would profit greatly by having cleaner and better grain brought to them after harvest. Many of the farmers have no facilities for cleaning their seed grain, and no doubt would consider it a great favor if the elevator men would clean it for them. A small fee of two or three cents a bushel would pay for elevating, cleaning and sacking. The marvelous improvement in quality and quantity of grain, where seed has been cleaned year after year, has amazed even some of the old grain dealers.

Western Maryland grain dealers' association has not been heard from for some time. Hence it is to be presumed that Baltimore weights are more satisfactory than during last winter. The association was credited with the intent of asking the legislature to enact a law providing for a state weighing department. If the law is enacted it should provide for the frequent inspection of scales by the department, in the country as well as in Baltimore. Inspection will surely bring to light many defects in weighing facilities at country points as well as at terminal points.

The elevator man who attaches a car puller hook to truck of car he desires to pull to his elevator for loading or unloading will surely break many ropes, as pulling the cars crosswise of the track causes the wheels to bind against the rails, and frequently forces them off the track. This will in every case require more power to move the car or cars. The rope hook should be attached to the draw bar or body of the car, so as not to bind the wheels. Many elevator men have complained most bitterly against the quality of the ropes they were using on their car puller, and upon investigation it has been found that they were subjected to an unnecessary strain, and one which no rope could withstand very long. It pays to use a little grey matter even in drawing cars to elevators.

Now that the war is over it is to be hoped that the internal revenue stamp act will be promptly repealed, or at least amended so as not to place so much of a burden upon the regular grain dealer. The tax of 25 cents on warehouse receipts is not exorbitant if it were made to apply only at large grain storage centers, but it forbids the giving of storage certificates at country stations where small quantities are stored for farmers by country elevator men. The law places more of a tax upon the grain business than any other business with the exception of liquor, tobacco and patent medicines.

The state of Nebraska has been divided into fourteen districts by Secretary Chambers, for the purpose to facilitate association work, and local meetings are held frequently in each district. It would seem that the work has been reduced to a more practicable basis in that state than any other, and it is to be greatly regretted that the cause of the organization in the grain trade should lose such an efficient promoter as Mr. Chambers. He has induced all of the elevator men to take an active interest in the work, and most of them have joined and given their active and financial support to the association.

When oats are dear and barley cheap, or at least worth no more per pound than oats, the oat shippers of terminal markets find it profitable to send some heavy barley to the clipper with their oats. The mixed feed is no doubt better for the horses, but the mixed grains would hardly suit an oatmeal miller. If the buyers generally understood that the oats received contained considerable barley the deception could not be classed as a fraud. Buyers of oats who receive the mixed grains could cause the mixer much trouble when he attempts to collect for his "oats." He who seeks justice must go into court with clean hands.

After spending much money in an attempt to ferret out the cause of short weights in shipments to that market, the Kansas City Board of Trade has secured sufficient evidence to warrant it in declaring the bulk of shortages to be due to the work of pilfering thieves while cars are standing in the yards of the city. The justices, like those of other markets, seem to be very soft-hearted individuals who sympathize with young boys stealing grain, and treat them with a mild reprimand which serves more to encourage them to continue stealing than to attempt to gain a livelihood by honest means. Some vigorous work must be done in order to educate these justices to the need of reform which shall protect the grain trade from these miscreants. If statements were compiled in each market to show

the amount of grain lost, it might serve to emphasize the need of vigorous punishment for grain thieves.

Wheat bought in southwestern markets so far this season is said to be cleaner than usual. We regret, however, this is due largely in a measure to the efforts of farmers to clean their seed wheat. Many of the country elevator men seem to be content to leave dirt in their grain and pay freight on it to destination. In some markets it is blown out and charged back to the shipper who goes to the trouble and expense of getting it there. Chief Grain Inspector Noble, of Chicago, has frequently cautioned the shippers about shipping dirty grain, and has pointed out many cases of low grading which were due entirely to the dirty condition of the grain.

When the internal revenue law was enacted some of the elevator men of Kansas and Nebraska were much disturbed by the report that they would be required to place a 10 cent stamp on every written contract to buy the farmer's grain, which they made in the ordinary course of business, and that they should also be required to pay one cent per \$100 when sale was completed. The law did not contemplate placing a tax on sales made elsewhere than on the floor of the commercial exchanges. The country elevator man can, however, continue to make written contracts with the farmers of his vicinity for the future delivery of their grain without being taxed on the transaction.

The regular dealers at a good shipping point in Ohio were much puzzled last season by the high prices paid for wheat by a new dealer who had rented a warehouse for the season. He was able to pay top prices throughout the season. He also bought some rye, but did not have to pay much for it. The other dealers shook their heads and puzzled over the case a good deal, finally at the close of the season it occurred to one of them to consult the local station agent, and it was learned that the new warehouse man had shipped wheat but no rye. Later in the season it was found that he had shipped ten cars of mixed wheat and rye to an eastern milling company, which accepted it as the pure article without even a protest.

The Erie railroad recently surprised its patrons as well as its competitors by moving 12,000 bushels of grain from Chicago to the seaboard in fifty-six hours, and what is more it carried the grain in regular trains running on scheduled time. So it would seem that it is not necessary for the railroad companies to take from two to six weeks to move grain 1,000 miles. Some of

them often take more, and when the shipper puts in a claim for loss due to the delay in transit, they laugh at him. However, when the shipper delays a car in excess of forty-eight hours he is promptly called upon to pay demurrage. If the shippers were not so ready to pay the charge, the railroad companies would not be so persistent in their attempt to force the collection of this jug-handled fee for delay.

Elevator men who are seeking to avoid paying insurance on stored grain by having country boiler makers erect so called steel storage tanks, have in many cases found the money so expended to be a poor investment. A boiler maker without any experience in this line is not competent to build a steel tank for grain. Some of those constructed have been blown down, had their sides blown in, while others have sagged to the right and the left, and lost their form. Those in which partitions have been constructed so that different portions of the tank are heavily laden, while another portion may be empty, have slipped so much to and fro as to cut some of the bolts, and to-day they stand a monument to the ignorance of the boiler maker. The regular steel tank builders know well the lateral strain to which a grain storage tank will be subjected and build their tanks of strong material, so that it will withstand this strain. They also have all the facilities for putting tanks up quickly, and by years of experience have learned the best way to erect and construct them.

The prospects for an average crop in Russia are good.

Aberdeen, S. D., will open its grain palace October 3rd.

It is reported that the wheat yield will be below the average in Maryland this year.

At last the Russian railroad companies have decided to provide covered trucks for grain, and the exports from that country may be expected to arrive in European markets in a better condition thereafter.

Western railroads are preparing to handle what they think will be the biggest grain crop ever harvested. No doubt they will delay many shipments in transit without offering to pay a cent demurrage.

The National Linseed Oil Co. tried to control the flax seed market of the United States, but met with the usual result—failure. It is estimated that the company held close to 2,000,000 bushels, about one-half of it being in Chicago and the balance distributed at various points where their mills are located.

KASPER GRAIN CLEANER.

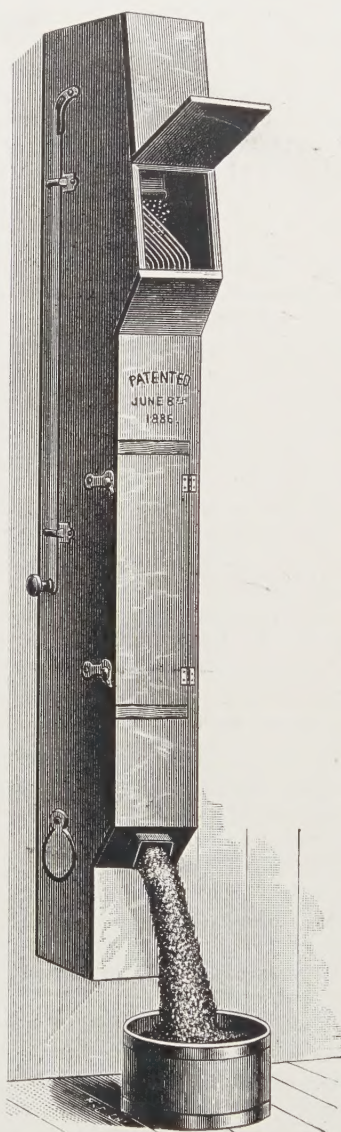
The farmers in the Northwest are planting flax with wheat as an extra precaution against chinch bugs, and this makes it necessary for the country elevator men to provide something many of them have not had heretofore, and that is facilities for cleaning and separating the grain from the flax. The difference in the form, size and surface of the grains of each makes the separation of one from the other comparatively an easy matter.

The oat and barley clippers of all markets and the wheat mixers who are clipping light weight wheat and bringing up its weight are also in the market for a simple separator which can be operated with small expense.

The gravity separators are claimed to be well suited to this work, and a new one which has been very successful is being pushed forward. Elevator men and cleaner manufacturers are taking an unusual interest in the gravity separators, and several experiments are now being conducted with large sizes of the Kasper self-acting oats cleaner. This machine has been on the market for many years and has given perfect satisfaction in the work for which it was especially designed—that is, cleaning grain to be fed to horses. It was used in the stables at the World's Fair and granted an award "for its ability, without the use of power or personal attention, to automatically and effectually free oats or other grains from all foreign substances, thereby greatly increasing the value of the grain for seed, feed for cattle, or for grinding; for its simplicity of construction." A careful examination of its work shows that it removes all hulls, mustard, cockle and buckwheat seed, as well as other foreign matter, and thereby greatly increases the feeding value of the oats. Brewers and barley dealers have used this cleaner for separating the hulls and beards from the clipped barley, and a number of them are in use in oats clipping houses. Several country elevator men have had large size cleaners made and used them with satisfaction. One has been made recently for conducting some experiments in a Chicago elevator, and the time may be near at hand when the Kasper cleaner, or at least a gravity separator, will be used extensively. The cleaner used for this experimental work on clipped barley and oats is 18x24 inches and 12 feet long. It contains, besides the grating at the top for removing straws, sticks and other large foreign bodies, twelve wire screens with ten meshes to the inch. Its cleaning capacity is said to be 500 bushels per hour. The cleaner is made in any size and shape to suit special locations.

The Kasper self-acting oats cleaner, which has been used so extensively in barns for cleaning oats, does remove the dust, sand, gravel, seeds and other foreign matter as is claimed. It has also been used for cleaning seed grain, and a marked improvement in the yield per acre and the quality of the grain has been brought about. The Kasper cleaner is simple in construction and operation and is ever ready for work. It is well made and will last for years. By moving the lever at the side, the valve at the top is opened and the grain permitted to flow in as fast as is desired. The cleaner consists of a spout containing three channels, which extend from the grating shown in the il-

lustration to the bottom of the spout. One channel extends down the front side its full width and receives sticks, straws and other foreign matter which are too large to pass through the grating. The middle channel contains the screens, from six to twelve of them, depending upon the size, being arranged in the form of a zig-zag, so that the grain passes from one to the other, and the dirt, seeds and hulls pass through the screens and down the dust channel at the back of the spout. No power is used except to elevate the oats to the bin above the cleaner, yet the grain in



Kasper Grain Cleaner.

falling from screen to screen and over them is scoured and freed of its impurities before it leaves the cleaner. It is claimed that the foulest oats are cleaned thoroughly by passing through the cleaner once.

It does not need watching and will clean as well at night when the elevator man is at home sleeping as when he is watching it. All that is necessary is for the elevator man to provide a place for the cleaned grain to run to, so as to prevent the grain backing up in the cleaner and choking the machine. Additional information can be obtained by addressing Thomas Whitfield, Chicago, Ill.

FIRE HAZARD OF COUNTRY ELEVATORS.

[By C. A. McCotter, Inspector for the Millers National Insurance Co., of Chicago.]

Insurance men term as "country elevators" that class which range from 10,000 to 65,000 bushels capacity, are located along lines of railroad, and under management of owner personally or an agent who buys from farmers' wagons, and ships to some "terminal" point as soon as cars can be obtained or orders received, so that they are used for storage of any specific lot of grain only temporarily, and are loaded and unloaded of the weight in them frequently.

As fire risks they are a class unto themselves though having features common in other hazards, the nearest being the flouring mill. The hazards that probably would be classed as inherently dangerous are the fast running shaftings, heavy working bearings on corn sheller, feed grinders, cob crushers and separators, dust, a defectively constructed and protected boiler house, and character of fuel. To these add those practically unimportant but capable of becoming serious under favorable conditions such as heating, lighting, locomotives, exposing risks, and negligence of persons having no interest in the property. All of these are easily removed or remedied, but from neglect to do so are continually the source of fires.

After twelve years' experience studying fire hazards and losses, the writer's opinion is that the one word, "Neglect," describes four-fifths of the fire losses in flouring mills and elevators. If the right thing had been done the fire would not have started or would have been stopped in its incipency. I will attempt to prove in the conscience of the reader that the prevailing sin is negligence, or he would have thought out and applied the most simple ideas presented herewith, or not neglect to apply them, now that they are called to his attention. With no statistics at hand to govern a discussion of fire hazards, and no routine to follow, we will ramble to the subjects as they may present themselves.

The filling of the elevator with grain and its unloading will give a pressure and counter expansion to every support, more particularly that of the Texas, when it rests on the bin work, so that the smooth working of the shafting is always to be considered. Oscillating bearings are always preferable as giving greater freedom to the shaft and being more easily adjusted than the rigid bearing. Also short lines of shafting are kept in line order. Shafting and bearings are frequently not adequate for the work they are to perform, and is detected in the vibration of the shaft and strain upon the narrow bearings, resulting frequently in heating and an extravagant waste of power. This trouble is often found at elevator line shaft in Texas and should be corrected at once, as this shaft is seen less often than any in the risk.

Every bearing should have a sufficient oil receptacle to retain enough oil to keep a continuous supply between periods of oiling. This is one of the chief faults of wooden bearings, and a study of the latest iron bearings will show that expert mechanics consider this an essential factor. In a recent visit to a manufacturer of bearings, the extra large oil cups were noticeable and

no bearings were found in stock, unless for special purposes, where the length was less than four times the shaft diameter, which is an increase over the old rules. As a packing, the Wabash elevators at Toledo, Ohio, are using up-holsterers' hair as being more porous, less liable to clog with sediment and easily cleaned with a strong alkali or kerosene. I would advise a trial of this material in every suitable place. A light grease is desirable in many oil cups, especially on a corn sheller, which is run irregularly and more liable to neglect than a bearing running continuously. Though the dirt about an elevator is largely grit, very little attention is given to having metal covers over the oil receptacle, the dust gets into the oil holes and repeated oilings wash it down to the shaft. It cuts into the babbitting with irregular creases, causing it to give poor service, waste oil and heating. Insurance statistics of losses on manufacturing plants show friction to be one of the main causes of fires, but mechanical ingenuity is helping to eliminate it. The iron bearings of to-day hung in an iron bracket could hardly be heated to cause a fire if it were not for the surplus oil and dirt allowed to accumulate on them, which under the heat of the hot bearing ignites spontaneously and produces enough flame to reach the adjoining woodwork.

Elevator heads are also another point for friction unless the strut board underneath is removed or placed at such an angle as to prevent dirt resting on it and packing, or pulley settling so as to rub.

Belt and stair wells are a source of annoyance both at time of and before a fire. They are an open flue through which there is at all times a circulation of air, with a heavy draught at times wind is in certain directions, so that dust finds lodgment the entire length. At time of fire either above or below, they act as a chimney, giving additional force and quick spreading to the flames, frequently defeating the chief point in fighting a fire which is to keep it in its incipency and confinement as long as possible. In the large terminal elevators the belt wells are being decked at top and bottom with a closing door for stairs. This gives two separate divisions to the risk and helps confine the fire to one division on the same principle that fire walls are placed in large factories. Where the top and bottom are decked I believe a steam jet should be placed so as to flood the enclosed space as a further barrier to the passage of flames. The writer does not understand why the builders of elevators do not design more of them with the belt and stairs in an outside independent tower attached, but cut off from direct communication with the elevator, similar in idea to the mill construction of factories now becoming so general. The amount of enclosure necessary could be constructed more cheaply and leave greater bin capacity for the main building.

Dust is an ever present hazard and trouble in elevator risks. As yet there seems to be no satisfactory method of disposing of dust in process of handling grain, though covered bins, suction at elevator heads, and devices for scale hoppers have been tried. There still await the blessings and money of the elevator owner for the inventor who will present a cheap and practical method of disposing of dust; and when done

as completely as in flour mills to-day, a satisfactory concession will be made by insurance companies. In the meantime it is left to the elevator owner to do the best he can, but so many do so poorly that the average elevator presents a poor appearance to insurance men, and dust forms one of the main factors in their judgment of the risk. A thorough and systematic use of the broom is the best method and should extend to the sides, beams, bearings and basement. Dust spouts from fans should not discharge on to roofs below or toward railroad tracks. If the latter is necessary the end should be curved downward so as not to leave a resting place for sparks.

A large part of the hazard of elevators comes from the outside, which are sparks from boiler stacks, locomotives, from burning of neighboring risks, and from tramps. Frequently the smoke stacks are not as high as the ridge of roof, and with open windows or with defective cornice form a continual hazard, especially where cobs and light fuel are used. The burning of neighboring risks always throws sparks and burning embers upon the roof. To contend against this easy access should be provided to all roofs, both from inside and outside. To protect against tramps, all openings into or under elevator should be closed and securely fastened at night, especially the dust houses when used. In horse power elevators the power room should be kept locked on the inside to keep the farmers from straggling in, while smoking. Elevators have been burned from this little neglect.

In lighting, no lamp should be used in the elevator proper and lanterns should be filled, trimmed and lighted in the engine room or office and no matches allowed elsewhere, not even in a match case. A lost metal case once passed into the corn sheller and naturally the owner and certain insurance companies interested stood the loss. The phosphorous or snapping match should not be allowed. The sulphur or slow burning match is better, though not as pleasant, and the safety match is the best. Globes should not be used if cracked or broken. The cases of dust explosions in elevators are not as numerous as in flour mills, yet the hazard is there to be guarded against. Incandescent lights are being used, but before installing a plant it is well to apply to your insurance company for an underwriter's electric code and be governed accordingly in your contract for the apparatus.

Office heating in steam power plants is very satisfactory by radiators, but not enough care is taken to keep steam pipes free from wood. When there is no fire under the boiler, and in all other risks, stoves have to be used. Chimneys should never be anything but brick and when built from the foundation are the best. In no event should it be built so as to be affected in the least by the loading and unloading of the building. Stoves should be set on a layer of brick or a large sheet of zinc as a guard against sparks or coals from the stove, and where the stove sets three feet or less from woodwork the exposed wood should be protected by zinc laid on one inch strips to give a circulating air space between the two. Stove pipes should be securely fitted and wired and avoid passing through partitions or floors. The use of a ventilating thimble in these places is not satisfactory, owing to the hollow casings

being a good lodging place for dust, which the heat will eventually ignite. Stoves are generally considered only a nominal hazard, but in elevators and retail lumber yards they have power quite disastrous, owing to the attendant filling the stove, opening the drafts, and leaving on some temporary duty which keeps him longer than expected and on his return the stove is red hot and adjoining woodwork smoking if not blazing. The same result comes from the farmers filling the stove during the attendant's employment outside, letting the fire "boom" until they are sufficiently warmed and going away giving no attention to the stove.

Space will not permit an extended treatment or complete enumeration of the hazards that can be found or are developed in or about elevators, and this article will have to omit entirely any reference to the power hazard either steam, gas or gasoline. It is the most important single feature of the risk and governs almost entirely the question of difference in rate, and quite justly, as it is one of the frequent sources of fires. The subject is worthy of special, complete and emphatic discussion and at some future date attempt may be made so to treat it.

Generally the only water protection available for these risks is what is supplied by the owners. The cheapest, the most reliable, the best is the barrel of brine with galvanized iron buckets, but like any apparatus is of little value unless kept in good condition. Neither is of any value without the other. The brine should be made strong, using care to see that the salt is all dissolved, then cover tightly to keep vegetable matter out, which is the cause of foul smells. In severe cold weather, stir daily to keep water from congealing. The wood or paper bucket kept either inside or outside the barrel is invariably of no value as a fire bucket. The galvanized iron pail is rigid, has strong bale, and is adequate for rough usage. One barrel should be on first floor available to machinery and a barrel in Texas for use in bearing or spark fires. From the fact that it is rarely a barrel of brine with buckets or any other extinguishing apparatus is found in or about a country elevator, it would seem to pause before advocating any more apparatus.

As long as owners of hazardous property are content to give little heed to causes of fires, or make expenditure for prevention, and are satisfied to see that property, often their only means of livelihood, without even a bucket of water by which they could make some effort to save it, so long will they have an unnecessary danger hanging over them and will find the cost of insurance a burden, whether on the mutual or stock company plan.

Insurance under any plan is the many paying the losses of the few, and the cost is dependent on the number of losses. At present rates on a good steam power elevator, it is estimated about 31-3 out of every 100 elevators will burn annually. If one additional elevator in each 100 burns each year the cost would necessarily be 33 1-3 per cent greater, while if one less elevator burns the cost would be 33 1-3 per cent less. The present cost of insurance is based upon an extended experience of insurance companies, covering nearly every grade of risk and undoubtedly is no more than adequate. The only known means of reducing this cost is by selec-

tion of such risks as will reduce the average ratio of mortality. Stock companies try to do this for the profit of themselves; mutual companies for the reputation of themselves and the profit of the policy holders. The best mutual companies have made a very favorable reputation on low cost of flour mill risks by the selection of the risks and the elimination of the hazards. Yet their best efforts have not shown over 20 per cent of the total number of mills as being worthy of selection, and it is doubtful if as large a per cent would be desirable in elevators. So, in choosing a mutual company, it is desirable to select one that makes a specialty of the class, and above all makes thorough and regular inspections of the hazards it assumes. Then by co-operation with that company, a greater security to the property can be had and a reduced cost in the insurance.

ORIGINAL IDEAS IN STATIONERY AND THEIR VALUE.

We take pleasure in calling the attention of our readers to the accompanying cut, which will at once show originality on the part of the dealer who conceived



Cut from Letterhead of B. W. Ballou, Table Rock, Neb.

of the idea of having a photograph taken of the two cars and a cut made to use on his stationery. It will be seen at once that Mr. B. W. Ballou, of Table Rock, Nebr., the originator and user of this cut, is a dealer in grain and live stock, and that he tells the story with the picture of two cars, which tells of his business in a clear and attractive manner.

Another good idea comes to us from W. J. Jarratt & Co., of Petersburg, Va., on the back of whose envelopes is printed in heavy faced type the following words:

HAY,
GRAIN,
MILL FEED
—and—
FIELD SEEDS.

Not every recipient of one of these envelopes will turn it over, but many will and he will have utilized one more opportunity to call attention to his business. It is keeping everlastingly at it that brings success in advertising as well as in other lines. This envelope attracted our eyes and proved to us that it had fulfilled its intended mission.

The Grain Dealers Journal has all its stationery printed on corn colored paper like its cover, which is emblematic of the golden grain at harvest time. It will continue to use this color for all printed matter sent out. We trust it will catch the eye of all regular grain dealers and remind them of their Journal when they see the golden grain.

For a person to advertise and advertise well he must present something to

the public that is either well worth reading or that attracts attention by its novelty and thereby impresses the recipient. If it does this it helps to bring about the desired result. The value of the cut of the cars on the letter head, the ad. on the back of the envelope or the emblematic stationery can not be estimated, but the indirect results are far reaching and everlasting.

AN IOWA ELEVATOR.

The depreciation in the value of country elevator property due to the competition which the country elevator man has to meet is considerable. Railroads at times seem determined to encourage the scoop shovel man, the transient shipper, the farmer and whoever desires to ship grain in competition with the elevator man. The railroad officials seem at times to overlook entirely the fact that elevator men at country stations are acting in the capacity of local freight agent for bulk grain, without compensation either for his own services or for the use of his freight depot, which he generally constructs and maintains at his own expense.

Prior to the days of interstate com-

ship over the line which paid him for grain loaded into its cars. He was induced to act as its traveling freight solicitor for that district, or that is what it virtually amounted to. It encouraged him to make an active canvass for all the grain of his district, and to conduct the business with more push and enterprise than it is possible for him to put in the business, now that railroads are giving like rates to scoop shovel men and other transient shippers who provide no facilities whatever for storing and loading grain into cars.

The elevator men in some places do still receive what virtually amounts to a loading fee, that is, they are paid a rebate, compensation, or call it what you will, for every 100 pounds of grain shipped over the road. It is right, it is reasonable and fair that a man who furnishes a freight depot and power plant to handle and load bulk grain in the carriers' cars should in some way be recompensed for this service. The railroad companies pay all of their freight agents who receive and load parcel freight a regular monthly stipend. The elevator man does even more than that, for he furnishes his own facilities, his own freight depot, and pays rent, in most places pays rent to the carrier for the lease of the ground on which it is constructed. Some of the companies seem so blinded to their own interests that they unnecessarily go out of their way to encourage the farmer and traveling scoop shovel loader to ship over their lines; some of them go so far as to give cars to the transient shipper, though the elevator man's house is full of grain, and leave his application for cars unfulfilled.

We give herewith an illustration of a first-class, well-equipped elevator, operated by Frank Thoms & Co., of Minburn, Dallas county, Iowa. This enterprising firm has provided a plant at its own expense, for the purpose of receiving and shipping grain over the C., R. I.



Frank Thoms & Co.'s Elevator, at Minburn, Iowa.

their cars. This encouraged him not only to buy all the grain that came to market, but also induced him to scout the country in search of other grain to

& P. railroad. It did all this for the privilege of buying and cleaning grain for shipment on its own account. The grain growers of the territory tributary

to Milburn are somewhat gullible, but probably not more so than growers of other districts. A city dealer who strives to pose in the light of a friend to the downtrodden and depressed farmer of the west has been sending much of his literature, in which he denounces and misrepresents the regular

THE EASY CAR PUSHER.

Perhaps the most widely known and most generally used car moving device in existence is the one manufactured by E. H. Stafford Co., of Muskegon, Mich. It is said there are upwards of 12,000 of these car pushers in daily service. The

for the reason it is often very necessary to separate cars one from the other. Many of the car movers can not be operated in such cramped quarters. It is claimed that one man with the Easy Car Pusher can do more effective work than a half a dozen men can possibly do with the common pinch-bar as with it one man can move three loaded cars at a time. The manufacturers offer to send this car mover to any responsible concern with the understanding that it is to be held subject to order if it does not prove as represented.

THE FOWLER ELEVATOR AND CAR LOADER.

The accompanying cut shows a type of an elevator that is suitable for small way stations where not much grain is handled and therefore has to be handled cheaply. This kind of a building can readily be put up anywhere, does not cost much, and will handle grain cheaply. For country points that do not warrant a large investment or handle large quantities of grain, this kind of a building is well adapted and just the thing.

One feature of the building is its neat appearance and size.

This elevator and car loader was built by W. A. Fowler, of Walnut, Kan., who is the inventor and builder of the Fowler Elevator and Car Loader. He claims there is absolutely no expense in handling grains of any kind either from wagons to cars or from cribs to cars. It is provided with a low dump, in fact, it is but twenty-eight inches high, so any team can pull a load of grain upon it. Any additional information can be obtained by addressing the maker.



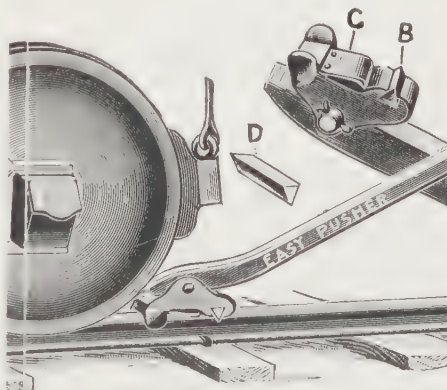
The Fowler Elevator and Car Loader.

dealers who buy grain at country station of the farmers of Dallas county, and naturally has somewhat interfered with Frank Thoms & Co. But still they are in business and will continue to operate the elevators.

If a number of country elevator men were to close down their houses when railroad companies persist in furnishing cars to scoop shovel loaders and other transient shippers, it would quickly bring them to their senses and prompt them to give a loading fee to the elevator man. The plant of Frank Thoms & Co. is well equipped with modern machinery, the driveway to its receiving sink has a gradual grade which is not difficult for a team to go up, even when pulling a heavy load of grain. The scales and office are near at hand, as is shown. The elevator is well arranged for the convenient handling of grain, and its steam plant furnishes ample power for the work. In addition to grain Frank Thoms & Co. handle coal, brick, lime, hair, tile, hay and feed, and enjoy a good business despite the farmers' friend.

Southworth & Co. of Toledo, Ohio, will construct a modern elevator at Belmore, Ohio, on the C. H. & D. road. They have disposed of their elevator at Burgoon, Ohio, to Sneath & Cunningham or Tiffin, Ohio.

device has many points of merit. It is light, easy to operate, and can be used on any car. In this respect it differs from many that are manufactured, owing to the fact that a large number cannot be operated on cars because of the brake shoes.



The Easy Car Pusher.

As is shown by the cut given, the easy-pusher works under the brake and takes hold of the wheel at a point where it pushes the car instead of lifting the wheel from the track. This pusher can be operated on tracks that are greasy, icy or wet. It can be worked between cars and this is a very essential point,

Brud & Co.'s hay and grain storehouse at Lynn, Mass., recently burned. The loss was \$3,000.

A. Fred Brown, grain shipper and broker of Boston, who is well known to the dealers of Peoria, Ill., has gone to Europe.

C. H. Felker's grain storehouse at Brockton, Mass., was destroyed by fire July 21st. The building contained a large quantity of grain and hay. The loss was \$3,000, with hardly any insurance. It is thought that the fire was of incendiary origin.

The three grain storehouses of Nye & Gleason at Brockton, Mass., were totally destroyed by fire July 21st. The buildings contained 350 tons of hay, 36 tons of grain and 1,000 bushels of oats. The loss is placed at \$18,000, with insurance of about half that amount. It is thought that the fire was of incendiary origin.

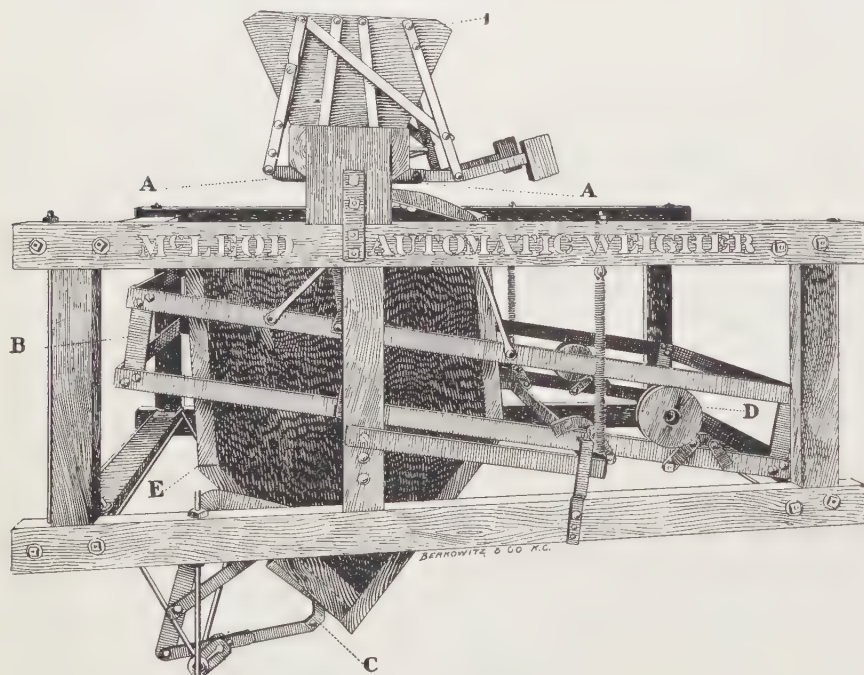
THE McLEOD AUTOMATIC WEIGHER.

For years country grain shippers were so careless in weighing out their grain that the weighmen at terminals got in the habit of docking all receipts for future shrinkage. Those with weighing facilities finally kicked and their grain was weighed more carefully. Finally kicks became so frequent that some terminal elevator man had a directory compiled showing the weighing facilities at each country elevator and it may be that he did not give much attention to the claims for shortages filed by country shippers who had no reliable facility for weighing out their grain.

The persistent agitation against shortages during recent years has prompted the country shippers to provide better facilities for weighing out their grain and improvement in their facilities has been followed by improvement at terminals, but there is still a world of room for improvement at both ends of the line. Small capacity hopper scales are being used at some terminals and wagon scale weights are being depended

The grain is first spouted into the small hopper shown in the cut given herewith and flows through it to the large hopper below. As soon as the large hopper is filled to within about 10 per cent. of its capacity, the weight partially closes the valves in the small hopper so that only a very small stream of grain continues to run. The moment the large hopper has received the desired number of pounds, the iron frame drops down, allowing the roller weights D. to run to the other end of the frame and trip the large valve C which permits the grain to fall out. The weigher then resumes the position shown in cut and grain is again turned into it. Additional information regarding this weigher can be obtained by addressing Root & Smith, Kansas City, Mo., who are the general agents for the United States.

The forty-fifth semi-annual statement of the Millers' National Insurance Company of Chicago shows it to be in its usual prosperous condition. Its assets include bonds having a market value of \$522,387; its loans and cash on hand in-



The McLeod Automatic Weigher.

upon to determine the amount of grain shipped. With such facilities or even a track scale to weigh grain shipped, it is not very likely that the shipper's claim of shortage will be given much credit.

About two years ago a Kansas firm invented an automatic scale which has since been tried and thoroughly tested by many elevator men of that state and Nebraska, and in every instance it seems to have given satisfaction. The scale works automatically and registers the exact amount correctly so it is next to impossible to make an error. It is said to work equally well on wheat, oats or corn. The grain is shut off quickly when the hopper is full and no grain dribbles into the hopper to make overweight. It does not require much space and works to full marked capacity, in fact it is guaranteed to exceed marked capacity by 10 per cent. The weigher is made in any size and to fit any place. The standard sizes weigh from 1,000 to 2,000 bushels per hour.

creased its cash assets to \$656,566. It had no losses which were adjusted and due. Its surplus over liabilities aggregated \$2,950,788. This company insures more grain elevators than any other company, and does it at cost.

Light oats that continue to arrive at central grain markets give additional evidence of a poor yield.

More farmers are stacking their wheat this year than usual, so if the report of some so-called experts is correct, the wheat will be of a better quality and will not be so likely to heat in store. In the central states it is said there is very little threshing from the shock.

The Chicago grain inspection department rules will not permit oats weighing less than 22 pounds to be graded as No. 2, hence very little of the oats from Illinois is placed in this grade. A protest has been sent to the chief grain inspector, but it is not likely the change will be made. By clipping the light oats can be raised in grade as well as in weight.

PATENTS GRANTED

Levi J. Wing, of New York, N. Y., has been granted letters patent for a gas engine.

Charles Jacobson, of Erie, Pa., has been granted letters patent for a gas engine.

Madison F. Bates, of Lansing, Mich., has been granted letters patent for a gas engine.

Joseph Reid, of Oil City, Pa., has been granted a renewal of letters patent for a gas engine.

William J. Wright, of Pittsburg, Pa., has been granted two letters patent for a gas engine.

Charles Quast, of Marion, Ohio, has been granted two letters patent for a gas engine.

William O. Worth, of Benton Harbor, Mich., has been granted letters patent for a hydrocarbon-gas engine.

Boston S. Constant, of Bloomington, Ill., has been granted letters patent for a grain feeder and conveyor.

Apostolos Marangos, of Marseilles, France, has been granted letters patent for an elevator for granular material.

George W. Rittenhouse and Franklin Miller, of Indianola, Ill., have been granted letters patents for a car mover.

Geo. L. Woodworth, of Stanford University, Cal., has been granted letters patent for an internal-combustion engine.

Jesse Brogan, of Meservey, Ia., has been granted letters patent for a pneumatic grain elevator for a threshing machine.

Francis H. Richards, of Hartford, Conn., has been granted twenty-one letters patent for a weighing machine and attachments.

Robert P. Scott, of Cadiz, Ohio, and John A. Christolm, of Oakville, Canada, have been granted letters patent for a pea separating machine.

Robert W. Jessup, of San Francisco, Cal., has been granted letters patent for a separator. Assignor of one-half to Fairfax H. Wheelan, of the same place.

John Christianson, of Hartford, Conn., has been granted letters patent for an automatic weighing machine, and assigned it to the Pratt & Whitney Company, of Hartford.

Heman A. Barnard, of Moline, Ill., has been granted letters patent for a rice hulling and polishing machine, and assigned it to Barnard & Leas Manufacturing Company, of Moline.

John B. McCutcheon, of Battle Creek, Mich., has been granted letters patent for a grain separator for a threshing machine cylinder, and assigned it to the Advance Thresher Company, of Battle Creek.

John O. Morgan, of Indianapolis, Ind., has been granted letters patent for driving mechanism for grain conveyors. Assignor to the Pneumatic Elevator and Weigher Company of the same place.

Frank F. Landis, of Waynesborough, Pa., has been granted letters patent for a centrifugal grain separator for a threshing machine cylinder. It comprises a suction fan arranged horizontally and opposite the middle part of the cylinder, and a gathering board under the cylinder.

Willard C. Rowe, of Decatur, Ill., has been granted letters patent for a feeder for corn shellers, and assigned it to the Union Iron Works, of Decatur. It com-

prises an elevator section of a drag-frame having a horizontal extension forming one part and a drag frame extending upward obliquely, forming the other part.

LETTERS FROM THE TRADE

SCOOP-SHOVEL SHIPPERS A HINDERANCE.

Grain Dealers Journal.—I wish some means could be devised for doing away with scoop-shovel buyers; they buck in frequently when chances are favorable, and are quite a hinderance to the trade. As they are at no expense, pay no taxes nor keep up the running expenses of a warehouse, they have quite an advantage over one who keeps a warehouse and is regularly engaged in the grain business. Wheat and oats will be good in this section of the state. Yours truly,

H. C. Silver.

Huntington, Ind.

RAILROAD DISCRIMINATION.

Grain Dealers Journal.—I am almost disgusted with the grain business. I have spent \$3,000 in an elevator and grain house, so as to handle grain at all times, and be always ready to buy a crop or a single wagon load. When wheat is plenty I have from three to five scoop-shovel buyers to contend with, and when the wheat is nearly all gone from the farmer, they kick over their tables and go out of business until the next year. Some of this class of buyers have no interest in the town, and not a cent tied up in grain buildings, but the railroads always favor them equally and sometimes more than they do us. The railroads give them cars and tell us we have a place to store our grain for a while, but they do not take into consideration that storing makes our expenses a great deal higher, besides having our money tied up in buildings. This year we have a worse thing to contend with, a rich export company has come on our line and put men at every station, and they say they are going to have the wheat. In most of the towns they have not a dollar invested, not even a scale. At one point they hired a scale from some one that had control of one, and propose to run us out of business. They have the M. P. railroad back of them, and what can a single dealer do? It forces us to pay more than the market or not get any wheat, and a man might just as well buck the tiger as do that. Now, if there is a way that elevator men can get their rights, I am ready to help along the work with money or do anything that is in my power that is right. I am in for a fair deal and nothing else. This is the situation here. If any dealer can suggest anything that will help the case of dealers that are in my fix, I will consider it a great favor. Respectfully,

B. F. Carey.

Freeport, Kans.

A new elevator is being erected at Farlin, Iowa.

W. J. Keef, of Victoria, Texas, has opened a grain and feed store at Victoria.

A receiver has been appointed to take charge of the business of William Hopps & Co., grain commission merchants of Baltimore, Md.

KENTUCKY CROP REPORT.

Lucas Moore, Commissioner of Agriculture for Kentucky, informs us that for his August report replies were received from 152 correspondents, representing 103 counties. He says WHEAT threshing has progressed favorably throughout the wheat belt during July and the result in the various states may be epitomized as follows: Ohio has a fair yield of wheat of a good quality. Michigan, the yield and quality are both excellent. Indiana has a light yield with quality good. Illinois, with the exception of the southern section and a few counties in the northeast, the yield and quality both poor. Wisconsin, the yield and quality both satisfactory. Iowa, the yield and quality both better than was anticipated one month ago. Nebraska, the crop varies widely in the several sections of the state and will average rather below than above medium as to yield. Kansas and Missouri, the crop failed to come up to the very good prospects of July 1st. Much of the acreage remained uncut, and of that which was harvested a large per cent proved unmerchantable. Spring wheat prospects have improved inasmuch as the threatened injury from rust did not occur to the extent anticipated. In Kentucky the month of July has been favorable to threshing, with the exception of the last week of the month when frequent showers put a stop to further progress. Much less than the usual amount has been threshed to date, due to farmers having their crop in stack and preferring to hold it in that form. The question "has yield equalled expectations," resulted in 76 replies in the affirmative and 67 in the negative. In 1897 the same question elicited 100 answers in the affirmative and 11 in the negative. To the question on quality 64 correspondents set it down as "good," 59 as "average" and 18 report it "bad." In 1897 110 correspondents reported quality "good," 5 an "average" and no reports of bad quality were received. On the subject of free marketing of the crop 18 correspondents say it is being sold as threshed and 124 say it is being held for higher prices. The average price for No. 2 wheat, August 1st, was 68c. In 1897 at the same date 66c.

CORN.—The corn crop as a whole presents a very satisfactory condition. Portions of the state embracing the entire counties of Carroll, Gallatin, Trimble, Kenton, Campbell, Grant and Bracken in the central section, with portions of the counties of Muhlenberg, Meade and Breckinridge in the western and Pulaski and Laurel in the eastern section, suffered serious injury from drouth, which was not relieved until July 26-28. Much of the injury will be permanent and the crop of these counties will be short, percentage running as low as 40 in Bracken, 50 in Kenton and 53 in Campbell county. In the western section, in addition to the injury from drouth in Breckinridge, Muhlenberg and Meade counties, a section, composed of the counties of Todd, Webster and Crittenden, have suffered from an excess of moisture. Some damage from chinch bug is also reported from this section. No very low percentage of condition is reported from the western section. The condition for the state averages 97, which is an improvement of one point during July. On August 1st, 1897, the condition was 93, and on same date of 1896 the condition was 85.

SUITS AND DECISIONS

Shippers and consignees cannot depend for the lawful rate or charge upon what may be quoted by the agent of the carrier, but must be guided by the published rate sheets themselves. *Suffern v. I. D. & W. R. Co.* 7. Interstate Com. Rep. 255.

A charge of higher rates from certain points to a place than is made on traffic carried through such place to another place in competition therewith constitutes an unjust discrimination under the interstate commerce act. *Brewer v. L. & N. R. Co.* 7 Int. Com. Rep. 294.

Miss Belle Butler, stenographer for, and a stockholder in the Montgomery Grain Co., of Kansas City, Mo., has brought suit against said company to secure an accounting of the business. The court has issued an order restraining the other partners of the firm from transacting any business without her knowledge.

James Orth, of Milwaukee, Wis., has brought suit against the Globe Elevator Co. to recover \$3,750 alleged to be due him because the company failed to fulfill a certain contract. It appears the plaintiff bought 30,000 bushels of wheat at \$1.04½ on Feb. 25, the same to be delivered at Buffalo, N. Y., within ten days. It was not delivered and the plaintiff sues for the margin due him at the end of that time.

The Scioto Valley Grain Co., of Chillicothe, O., has returned a judgment for \$9,500 against the Scioto Valley Railway Co., now known as the Norfolk & Western Ry. Co. The grain company complained that after it had been persuaded to move its elevator to Chillicothe by the promise of low rates, the rates had been raised, and its business greatly damaged. Suit for damages was brought and judgment for the amount named above was secured.

Grainmen of Cincinnati are pleased with the Common Pleas decision sustaining the attachment in the suit of Union Grain and Hay Co. against J. H. Pringle. A contrary holding, it is alleged, would open the door to crookedness, for which business circles would have no redress. In this case the bills of lading had been discounted by a bank and the cash received and the hay having proved inferior the company's recourse would have to be against the banks if the shipper was not a responsible party and the attachment did not hold. As it is grain men have one less cause to look out for alleged crookedness.

William H. Stillman has filed a bill in the Circuit court at Baltimore against William Hopps, requiring the respondent to show cause why a receiver should not be appointed for the firm of William Hopps & Co., who did a general export and commission business at Baltimore. Mr. Stillman alleges that he and Mr. Hopps formed a partnership and engaged in the grain and feed business. Mr. Hopps furnished the capital, he managed the business, and that the profits were to be divided equally. The partnership was discontinued July 1st. Mr. Stillman claims that he has not received his share of the profits, and that Mr. Hopps denies that he is a partner and refuses to recognize him as such, or to allow him access to the books of the firm.

ASKED AND ANSWERED

MUST HAVE NAME AND ADDRESS.

Grain Dealers Journal:—If the Cincinnati correspondent who addressed this journal for information will give his name and address, an effort will be made to supply his wants. Anonymous communications cannot be noticed.

HOW MUCH CAN OATS BE CLIPPED WITH PROFIT?

Grain Dealers Journal:—I am not in business for pleasure but for what profit I may derive and would be pleased to know how to get the most profit in clipping oats. Whether it is more profitable to clip close and remove all the hulls or to leave the hulls out and not clip and clean so close. Would be please to hear of results obtained by elevator men in the different markets. My experience in Peoria has been so varied that I am at a loss to know what to do this season, as I expect to patronize some other markets.

ILLINOIS, O. S.

IS COMMISSION MAN LIABLE?

I would like some information on the following case: On April 15 I shipped a car of oats to ———, and on the 16th was notified by them of the sale of same. On the 22nd I was notified that the party to whom the oats were sold had failed on the 21st, and the commission man informed me that he felt that he was under no moral or legal obligation to me. Immediately upon the receipt of his letter of the 22nd I drew on him for about the value of the oats, but he would not honor the draft. Since then we have had no further correspondence.

I have written to members of the boards of trade at Toledo, New York, Philadelphia and Baltimore in regard to the liability of the commission man in such cases, and in every reply they say he is liable, and my attorney says the same. I would be pleased to have the opinion of others on this point. Yours truly,

J. H. Conger, Eaton, O.

If the grain was consigned on sale, the commission man acted as the agent of the shipper and is presumed to have exercised ordinary care in selling it. If it could be proved that he sold the grain to a dealer whom he knew to be unable to pay for it then the sale would be tainted with fraud and he would be liable. While the letter of the law may let the receiver escape responsibility in this case, it is contrary to custom and general practice for him even to attempt to escape. Every receiver who expects to continue in business exerts himself to protect the interests of shippers who consign grain to him, and it has been the practice of most of them to stand any loss due to bad collections or accounts which cannot be collected. If the shipper had drawn against his oats, as is generally done, he would have prevented the loss.

Buffalo is becoming quite a prominent flaxseed market.

The Santa Fe railroad has given notice that it will not allow grain cars to leave its road during the shipping season. It is determined to accommodate shippers along its line, instead of connecting lines.

BOOKS RECEIVED.

Stewart's Telegraphic Code is a small paper-bound book by means of which any number from one to a million can be expressed by a single word of not more than ten letters. It is published by Charles Stewart, M. A., of St. Paul, Minn. Price, 25 cents.

We wish to acknowledge receipt of the thirtieth annual report of the State Board of Agriculture of Missouri. It is full of information relative to the industrial pursuits of the state, and shows that the state board has given it its best thought, coupled with a great deal of time and hard work.

Jennings Telegraph Cipher and Directory, compiled and published by Henry Jennings, of the Boston Chamber of Commerce, is a well-printed volume of 210 pages, size 4x5½ inches, bound in morocco. In arranging its contents the author kept in mind the convenience of the user and also provided an index to enable him to find quickly the word and cipher wanted. It is used extensively by the grain, flour and feed trade of the middle and New England states and its use is rapidly extending into new territory. It saves much money for users. In addition to the cipher, the book contains the names of over 1,400 grain, flour and feed dealers in New England. It is complete, with instructions as to buying, selling, ordering, market advices, offers, bids, finance, bill-lading, instructions, shipping enquiries and advices, guaranteeing, etc. Price, \$3.00.

WHAT THEY SAY.

J. W. Radford, Chicago, Ill.: "Wish you every success."

Edward P. Merrill, Portland, Me.: "Your initial number of the Grain Dealers Journal received. It hits the nail on the head."

L. Cortelyou, Muscotah, Kan.: "The first number of the Journal is received and I am very much pleased with it, and wish you all manner of success."

John Lee Mahin, of The Procter & Collier Co., Chicago: "Am very much pleased with copy of the Grain Dealers Journal, and wish you all success in the same."

A. B. Smith, Rosemond, Ill.: "I have read your Journal and find it a fine paper for all grain buyers; it is more than worth its price, and I wish you wonderful success."

F. D. Babcock, secretary of the Grain Shippers' Mutual Fire Insurance Association, Ida Grove, Ia.: "There ought not to be any doubt about your success, which I trust will be all you have anticipated."

The Grain Dealers Journal published at Chicago, Ill., is the name of a new publication and as its name indicates, is devoted to the interests of grain dealers, or more particularly of those who are regularly engaged in the handling of grain. It is edited by Charles S. Clark, formerly Associate Editor of the American Elevator and Grain Trade, and is published on the 10th and 25th of each month. If the fine typographical appearance and well filled and carefully edited 24 pages of Vol. 1, No. 1, is any criterion, the grain dealers of the country are to be congratulated on the many good things in store for them, and will be amply rewarded by giving it most hearty support. We wish it success.—The Hay Trade Journal, Canajoharie, N. Y.

NEW YORK.

The Stephenson malt house at Oswego, N. Y., was burned July 19th. It was insured for \$100,000.

The New York Commercial of New York states that the Produce Exchange of that city is working for a scheme to store different grades of grain in different elevators.

James Harvey Smith, president of the Equity Board of Grain Measures of New York City, died July 21st. He was 78 years old. For the past 20 years his specialty had been in weighing and inspecting malt.

William Hamilton has completed a new bean elevator, in connection with his wheat warehouse at Rochester, N. Y. The building is supplied with modern machinery and has a capacity for handling 15,000 bushels daily. His wheat elevator is supplied with new cleaning machinery and has a capacity of 10,000 bushels daily.

At a meeting of the grain trade at New York City recently, the proposition of the Brooklyn Wharf & Warehouse Co. was agreed to and will go into effect soon. The provisos of the agreement are first, that when a cargo of one grade of grain is ordered the vessel shall be loaded at one store. If this is not possible, the cost of moving the vessel shall be borne by the Warehouse Company, or, if moving the vessel is impracticable the grain shall be lightered by the Warehouse Company to the vessel. The second clause of the agreement provides that in case of an order for a part cargo graded and a part cargo identity preserved grain, the vessel shall be loaded at the store where the identity preserved grain is located, providing there is sufficient graded grain in that store.

OHIO.

Mercer & Rudolph are building a new elevator at Rudolph, O.

The grain elevator at New Paris, O., was totally destroyed by fire.

Bowman & Co., Toledo, O., will retire from business in the near future.

J. S. Harshman, of Donnelsville, O., has sold his elevator to T. W. Brooks.

Toledo, O., has reduced the grading of No. 3 oats to 23 pounds to the bushel.

Mr. Cass, of Weston, O., has completed his new elevator at Milton, and is ready to receive grain.

The elevator men of Findlay, O., and vicinity are credited with agreeing to stop lending bags to farmers.

Ed. Baldwin's elevator at Weston, O., was burned July 26. It contained quite a little new wheat, but was insured.

New oats arrived at Toledo July 22. They were bright and sweet, but quite light, weighing only 22 pounds to the bushel.

B. F. Kerr of Grand Rapids, Ohio, lost his store building, elevator and cribs by fire sometime ago. Loss \$5,000; no insurance.

An effort is being made to have the grain inspection service at Cincinnati extended to the yards of the C. & O., with prospects of success.

Clutter & Long of Lima, Ohio, are building a new hay warehouse at Spencerville, Ohio, to take the place of the one that was burned in June.

Geo. Rethinger of Deshler, Ohio, has put a new foundation under his elevator and has made some other improvements. C. R. Hopkins is also making many improvements in his elevator.

At a recent meeting of the Grain, Hay & Feed Receivers Association of Cincinnati, the following officers were elected: George Munson, president; William Rieker, secretary, and James A. Loudon, treasurer.

There has been a change in the operating of the Clover Leaf system of grain elevators, extending along the Clover Leaf road from Toledo to St. Louis. These were controlled by Justice H. Bowman of Toledo and previous to February 1, were operated by Paddock, Hodge & Co., Mr. Bowman being one of the firm. In February the partnership was dissolved, Mr. Bowman retiring and retaining control of the elevators until recently. Henceforth he will give his entire time to the Miami Maize Co., and Paddock, Hodge & Co. will operate the Clover Leaf elevators.

MICHIGAN.

Wm. Richardson, of Pleasant Lake, Mich., is building a new granary.

Theo. Marsden, of Port Huron, Mich., has re-opened his grain business.

The Walsh-DeRoo Milling Co. will erect an elevator at Allegan, Mich.

John D. McLoren has bought the elevator at Salem, Mich., and is making several improvements.

The new elevator of C. Hopkins Co. at Breckenridge, Mich., is completed and ready to receive all grain that comes for sale.

Caughey & Cowan's building permit calls for the expenditure of \$18,000 for a grain elevator at Detroit, Mich.

Owing to the frost in the upper counties of the lower peninsula of Michigan, the corn crop will be very light.

Schafer Bros., of Hopkins Station, Mich., are erecting a new elevator. The contract was let to Albert Sisson.

The Michigan Grain Co., of Bay City, Mich., has filed articles of association with the secretary of state; capital, \$5,000.

Robert Booth will erect a new elevator at Dryden, Mich., in the place of the one that was burned. A bonus of \$600 was raised for him.

A. Kent & Co., of Omer, Michigan, are erecting a first class elevator and grist mill. The motive power is received from the Rifle river.

The elevator being built by the Farmer's Elevator Co., at Richmond, Mich., is nearly completed. A gasoline engine will furnish the power.

The new elevator of John Wahl, of Monroe, Mich., has been completed, and is now ready for business. It has a capacity of 20,000 bushels.

S. Z. Waltz of Benton Harbor, Mich., has rented the Centre grain elevator for the coming year, and is now ready to handle grains of all kinds.

The first new wheat of the season was purchased at Lansing, Mich., July 11th. It was of a very choice quality; 75 cents per bushel being paid for it.

The Detroit, Grand Rapids & Western elevator at Plymouth, Mich., was destroyed by fire Aug. 4th. Part of the contents were saved. Loss about \$2,000.

The McQueen Grain Co., of Grand Rapids, Mich., has filed articles of association with the county clerk. The capital stock is \$5,000, half of which is paid in.

Detroit grain dealers are complaining that the elevator companies do not pay

for their own revenue stamps, which must be attached to every warehouse receipt.

W. Vaughn & Son have leased the Michigan Central elevator at Eaton Rapids, Mich., and are making several improvements. They have put in a Monitor separator.

A report from Niles, Mich., is to the effect that farmers of that section cut the largest wheat crop this season in 20 years. The yield was from 33 and 35 to even 42 bu. per acre.

The large bean elevator at Pinckney, Mich., was burned on the morning of July 7th. About five carloads of hand-picked beans were destroyed. Loss, \$5,000; insurance, \$2,500.

C. A. Slayton, of Tecumseh, Mich., is building an addition to the building near the Lake shore depot and will use it for handling grain. When completed it will hold from 15,000 to 18,000 bushels of grain.

J. E. Bartlett's warehouse at Jackson, Mich., was burned Aug. 6th. Mr. Bartlett had about \$1,500 worth of stock in the building, on which there had been an insurance of \$1,000, but \$500 was allowed to lapse.

The business men of Battle Creek, Mich., raised a bonus of \$1,000 and gave it to G. L. McLane & Co., with the understanding that they build a 60,000 bushel transfer elevator. McCray & Morrison of Kentland, Ind., are preparing the plans, and W. B. Moore, their foreman millwright, will have charge of the work.

J. P. Cairns & Co., of Chicago, who consigned 5,000 grain bags to Wykes & Co., at Battle Creek, Mich., and lost them all through theft, have recovered their property. A clerk in their employ changed the labels, consigned the bags to himself and then sold a part of them to C. G. Burroughs & Co., of Flint, Mich., who paid 7½¢ apiece for them.

Fremont, Mich., is quite a grain center, having two new elevators erected this season. The first was erected by W. F. Hilliard. The second was erected by the Darling Milling Co., and is nearly completed. It is 20x40 and 50 ft. high, with a capacity of 18,000 bushels, and will be capable of handling 600 bushels of wheat per hour. A gas engine of seven horsepower will furnish the power.

The Star elevator at Detroit, Michigan, owned by Carson Craig & Co., was destroyed by fire on the evening of July 26. The fire originated in a couple of ice houses near by, but soon spread to the elevator, and owing to the lack of water it was impossible to save the elevator. The elevator and machinery were valued at \$12,000 and were insured for about \$9,000. It contained no grain, as it had just been shut down for overhauling. It will probably be rebuilt.

Washington Gardner, secretary of state for Michigan, reports: The average yield of wheat per acre, as estimated by correspondents this month, is for the state 17.96 bushels; southern counties, 18.16 bushels; central counties, 17.93 bushels, and northern counties, 15.57 bushels. Compared with July 1 there is an increase of 1.22 bushels in the state, of 1.59 bushels in the southern counties, and of 0.55 bushels in the central counties, and a decrease of about one-half bushel in the northern counties. The

figures point to a crop of about 30,700,000 bushels. This is more than ever returned in the Farm Statistics except in 1879 when the total yield was 30,983,340 bushels, and in 1882 when it was 32,568,688 bushels. The acreage in 1882 was 1,688,269 acres, and average per acre 19.29 bushels. The highest average yield per acre for the entire state of which we have record is 19.91 bushels in 1885. That year it was 20.28 bushels in the southern counties. The largest acreage ever reported was in 1880, 1,768,475 acres. The crop has been secured in fine condition and is of excellent quality. In answer to question as to quality 590 correspondents answer good, 91 average, and 5 bad. The number of bushels of wheat reported marketed in July is 542,264 as compared with 665,294 reported marketed in July, 1897, and the amount marketed in the twelve months, August-July, is 17,164,925 bushels as compared with 10,130,876 bushels in the same months last year. The average condition of corn in the state is 82, southern counties 85, central 83, and northern 66. The condition in the southern counties is substantially the same as one year ago, but in the central and northern counties it is lower, making the average for the state five points lower. Oats are estimated to yield 29 bushels per acre, or about two bushels less than a full average for this state. A number of correspondents report oats light in weight on account of dry weather at the time the crop was maturing. The hay crop is estimated at about nine-tenths of an average for the state. The percentage is only 84 in the southern counties. The average condition of meadows and pastures is 75. Clover sowed this year is 64 for the state, and only 56 for the southern counties. These figures indicate that the seeding is largely lost.

INDIANA.

John M. Hornung is erecting a large grain elevator at Greensburg, Ind.

W. D. Cushman & Co. are building a steel grain elevator at Poseyville, Ind.

The Grand Trunk road will build a new grain elevator at Union Mills, Ind.

Sam Finney's new elevator at State Line, Ind., is rapidly nearing completion.

Kerlin, Son & Ryan, of Delphi, Ind., are operating the grain elevator at Sedalia.

The new elevator at Princeton, Ind., is nearly completed. It will be covered with corrugated iron.

Sam Wulfman, of Huntingburg, Ind., has established himself with Louis J. Bretz and will engage in the grain business.

The E. H. Pease Mfg Co. has furnished a new boiler for the elevator at Tippecanoe, Ind., owned by Beltz & Beck.

W. D. Forseman of Forseman, Ind., was in Chicago recently to get estimates on building a 100,000 bushel oat elevator.

The new elevator owned by Anderson & Thomas at Crete, Ind., is running. A 16-horse power gasoline engine furnishes the power.

The elevator at Kempton, Ind., is being rebuilt by Anson Thatcher. Its equipment will be supplied by the E. H. Pease Mfg Co.

Samuel Dick, employed by McCray & Morrison, at Kentland, Ind., fell from a scaffold on their transfer elevator recently and was killed.

Aug. Ramsbrok, of Huntington, Ind., and John H. Rothert, of Louisville, Ind., have entered into a partnership and will handle grain at Huntington.

Charley Hodgkin, formerly of Russellville, Ind., is now located at Crawfordsville, Ind., where he will engage in the grain business with William Darter.

Merchants of Logansport, Ind., are contemplating building an elevator at that place. The grain buyers have not yet announced that they will start a general store.

Two Indiana grain firms have recently joined the Grain Dealers National Association—the Bourbon Elevator & Milling Co., of Bourbon, and H. C. Silver of Huntington.

By the death of A. J. Yost, the business of the firm of Bell & Yost, of Fowler, Ind., has been brought to a close. Robt. Bell, the surviving partner, will continue the business.

J. D. McFarrin's large elevator at Lewis Creek, Ind., was totally destroyed by fire on July 30. It contained 1,500 bushels of wheat and 500 of corn. The loss was \$5,000, with \$2,000 insurance. It is thought that the fire was of incendiary origin.

Warren T. McCray, of McCray & Morrison, Kentland, Ind., president of the Grain Dealers' National Association was in Chicago this week. He reports corn in his section in good condition; oats yield 35 to 40 bushels to the acre, but will not weigh over 25 to 28 pounds to the bushel. All oats received so far are bright and clean.

The Barnard & Leas Mfg. Co. of Moline, Ills., report the following sales in Indiana, to Riesser & Rich, of Oxford, a No. 3 Cornwall corn cleaner; New Bros., of Maxwell, a Victor corn sheller, No. 3 Mayhouse separator, and shafting, pulleys, heads, boots, etc.; W. Mading, of St. Paul, a No. 2 Cornwall corn sheller; and F. Rose, of Brookston, a No. 65 New Method oat clipper.

J. C. Arthur, botanist, is credited by the Kokomo Dispatch with saying that the season which has been so favorable to so many kinds of crops has developed to more than usual prominence in the number of fungous diseases. Many fields of wheat that just before ripening promised a good yield have suddenly been struck with a kind of blight that kills the heads or parts of them, and renders the grain worthless. The part of the head affected is easily detected at this time, as it turns prematurely white while the healthy part remains green. The kernels become shriveled and soon look moldy.

ILLINOIS.

Manhattan, Ill., is to have a new elevator.

Robert Wood is erecting a large granary at Gifford, Ill.

O. M. Kelley is building a new elevator at Leeds, Ill.

C. D. Greve has purchased the new elevator at Garrett, Ill.

Jacob Kroph's new elevator at Cissna Park, Ill., is completed.

H. C. Hall, of Sibley, Ill., will retire from the grain business.

P. E. Ballet has gone into the grain business at Cowden, Ills.

Coon Bros., of Saybrook, Ill., have started their new elevator.

B. F. Slenker, Panola, Ill., is making some repairs to his elevator.

The work on the new elevator at Cisco, Ill., is progressing slowly.

Smith & Co., of Hindsboro, Ill., have completed their new elevator.

Probasco's elevator at Towanda, Ill., is being repaired and remodeled.

A new elevator is being built at Dalton City, Ill., by Smith & Hippin.

A. H. Linebarger, of Stanford, Ill., is building an addition to his elevator.

Mr. G. W. Piper, of Yuton, Ill., is building an addition to his elevator.

A. M. Sanger contemplates building a new elevator in Alvan, Ill., this fall.

The Dickey warehouse grain cleaners have been put in elevators at Wayne, Ill.

The elevator company at Hoopeston, Ill., has completed a new oats granary.

Tryon & Poole, of Strawn, Ill., are building an addition to their elevators.

Donlin & Griffith have bought the Cavender grain elevator at Yeoman, Ills.

E. Zimmer & Co. are about to begin the erection of a new elevator at Dalton, Ill.

McBride & Dillavon, of De Land, Ill., are building an addition to their elevator.

Conger & Beier, of Fletcher, Ill., have equipped their elevator with a gasoline engine.

Charles Mueller, of Sullivan, Mo., will embark in the grain business at Champaign, Ill.

Carrington & Hannah Co., of Chicago, are remodeling their elevator at Kanakee, Ill.

The elevator on the C. & E. I. at Longview, Ill., was totally destroyed by fire recently.

Turner Hudnut Co., of Peoria, Ill., are figuring on building an elevator at Chandlerville.

The new elevator at Princeton, Ill., is completed. Power will be furnished by a gasoline engine.

The Phelps & Collier elevator at Rockton, Ill., is about completed. The engine is in place.

A new grain elevator is being built at Green Valley, Ill., on the line of the St. L., P. & N. railway.

The annual picnic of the Chicago Feed Dealers' Association was held at Burlington Park, July 20.

Ed Risser, of Rantoul, Ill., has decided to construct a new oat elevator on the lots that he owns.

John Leach has sold his interest in the Mansfield and Ogden elevators to his partner, J. W. Robertson.

The farmers in the vicinity of Rock City, Ill., have organized a company and will erect an elevator.

G. W. Helm, of Longview, Ill., is preparing to rebuild his elevator which was burned a short time ago.

A Stubbs, lately engaged in handling grain at Klondike, Ill., is now representing Fryer & Smith at Delavan, Ill.

The Davenport elevator at Sterling, Ill., has been leased by Findlay & Co., who will engage in the grain business.

The Peavy Elevator Company, of Minneapolis, Minn., will build a 1,000,000-bushel grain elevator at South Chicago.

W. T. Bradbury, of Bellflower, Ill., has sold his interest in the grain business at Delana, Ill., to B. F. Boke, of McLean, Ill.

The brew and malt houses of Franz Bros.' brewery at Freeport, Ill., were destroyed by fire recently. Loss, \$10,000.

J. J. Daley, of Wapella, Ill., is building a new elevator 20x40 feet and 30 feet high, with four bins for oats and corn.

The Macdonald Engineering Company made the plans for changing the Illinois Central elevator "A" to a cleaning elevator.

The W. H. Howard Commission Co., of Chicago, Ill., have equipped their house at Sterling, Ill., with a Dickey overblast.

H. H. Clevidence, of Mt. Morris, Ill., has arranged to build a large addition to his elevator. It will be 24x26 and 24 feet high.

The Chicago & Grand Trunk road is building a modern grain transfer elevator in its yards at Elsdon. It will cost \$50,000.

J. M. Shively, of Cerro Gordo, Ill., has taken possession of the Shellabarger elevator. Mr. C. H. Crossley is the retiring manager.

C. A. Lyon & Co., of Augusta, Ill., have purchased a new grain cleaner of the A. P. Dickey Manufacturing Company's make.

Tivis & Linder of Toxa, Ill., are putting a new engine in their elevator, and other improvements are being made on the building.

The East St. Louis (Ill.) Hay Exchange, owned and operated by Forrester, Baxter & Co., of St. Louis, Mo., burned July 28.

The big grain elevator at Long View, Ill., on the St. Louis division of the C. & E. I., was destroyed by fire on the afternoon of July 19.

The Crescent Grain Company, of Anchor, Ill., which closed a ten years' lease for ground of D. B. Stewart, will erect an elevator soon.

Mr. Postlewait and his father-in-law, of Bennett, Ill., have leased the ground of Lem Cannon, at Jamaica, Ill., and will build an elevator.

The first car of new oats received at Chicago, July 19, from Sadorus, Ill., graded No. 3 white and was very light. It sold for 25 cents.

The Venice elevator, at Venice, Ill., with a capacity of 500,000 bushels, was sold at auction to C. H. Albers, of St. Louis, Mo., for \$54,000.

The Wm. Graver Tank Works, of Chicago, is erecting two steel storage tanks of 90,000 bushels' capacity each for Pratt & Co., at Decatur, Ill.

The new elevator company at Pearl City, Ill., has been incorporated. Trustees have been elected and some repairs will be made on the building.

R. & J. Ervin and J. P. Woolford, grain dealers at Tuscola, Ill., have dissolved partnership. The business will be conducted by J. P. Woolford.

George Messinger, Rantoul, Ill., has the contract for building an elevator 22x32, 40 feet high, for Sole & Ward, at Dewey. It will cost about \$3,000.

The Crescent Grain Company, of Bloomington, Ill., is building a new elevator and storage room at Anchor, to have a capacity of 40,000 bushels.

Benson Bros., of Mahomet, Ill., have completed their elevator at Rising, Ill., and are ready for business. The machinery is run by a gasoline engine.

Byer & Lionberger of Colusa, Ill., have put in a gasoline engine and a complete outfit of electric machinery purchased of the E. H. Pease Mfg Co.

George Beyer's elevator at De Pue, Ill., was totally destroyed by fire July 25, together with 10,000 bushels of grain. Loss, \$10,000; insurance, \$5,500.

Armour & Co. will rebuild the Armour elevator, recently burned at Chicago. The new elevator will have a capacity of 1,500,000 bushels.

John Spellman and F. Orton, of Lincoln, Ill., and George Hubbard, of Mt. Pulaski, Ill., visited Tatham, Ill., to look over their new elevator a short time ago.

The Peavy Grain Company of West Virginia, with a capital stock of \$10,000, has been licensed to do business in Illinois with the same amount of capital stock.

S. C. Bartlett & Co., of Peoria, Ill., are building a new elevator on the Iowa Central, at Monmouth. Its oat bins alone will have a capacity of 40,000 bushels.

Owing to the very extensive grain business of Hinton & Wheeler, of Fisher, Ill., they are compelled to build an addition to their already very large elevator plant.

The last of the No. 1 northern wheat in Chicago elevators—60,000 bushels—was disposed of by Armour & Co. to Eckhart & Swan. The price paid was \$6c per bushel.

A new grain elevator is being erected at Bryant, Ill., by Sutherland & Shultz, of Beardstown. It will have a capacity of 6,000 bushels. A gasoline engine furnishes the power.

G. E. Fuller, who has been connected with the grain department of Bartlett, Frazier & Co. for the past ten years, will take charge of the Peavey cash grain interests at Chicago.

R. O. Pennewell has resigned his position as office manager for the Cleveland Grain Co. at Sheldon, Ill., and has accepted a position in Chicago with a woodworking firm.

The Milwaukee Elevator Company has been incorporated at Chicago, Ill., with a capital of \$50,000. The incorporators are Jacob R. Custer, Joseph A. Griffin and Timothy F. Mullen.

C. C. Davis & Co., of Galesburg, Ill., have taken the grain elevator at Dahinda on the Santa Fe Railroad and will operate it as well as elevators at Princeville, Laura, Williamsfield, Ill.

John Wiener, of Emden, Ill., has obtained possession of two lots owned by the Peoria, Decatur & Evansville Railway Company and will erect an elevator with a capacity of 20,000 bushels.

C. C. Davis & Co., who have elevators at Laura and Williamsfield, Ill., have leased the grain elevator of the Santa Fe at Princeville, Ill., and will extend their grain business to that point.

The Hiram Sibley Estate, Sibley, Ill., has its elevator about two-thirds completed. It will be fitted with all the latest improvements. It has a capacity of 150,000 bushels.

Joseph Hicks has purchased and taken possession of the red warehouse at Warren, Ill. It was formerly owned by Walter Stickney, now of Staceyville, Iowa. The consideration being \$2,500.

Sale & Ward's new elevator at Dewey, Ills., is now completed, and will be equipped with a complete outfit from the Webster Mfg. Co. Power will be furnished by a Webster Gasoline engine.

I. Chamberlin, of Fisher, Ill., having put in a new dump at his elevator and otherwise enlarged and repaired his facilities for handling grain, has sold his elevator and business to George Pearce.

Jas. L. Wheeler, the Chicago representative of the Invincible Grain Clean-

er Co., has sold another No. 9 oat clipper for the Galena Elevator, Chicago. This makes four Invincible clippers in the Galena.

Bloomington, Ill., seems to be about the center of the "bad lands" tract for oats this season, owing to the heavy precipitation. The oats were badly rusted, which accounts for the light weight and poor quality.

The Sidell Grain and Elevator Company, of Sidell, Ill., report that the new crop of oats is just beginning to move and is very light, weighing only 20 to 24 pounds per bushel, and yielding only about 25 bushels per acre.

Manager C. G. Meserole, of the Howard elevator, Howard, Ill., is making several improvements. The east half is having another story built on top, and with a new roof and other improvements it will have a very neat appearance.

The grain elevator owned and operated by Gus Wenzleman at Streator, Ills., was completely destroyed by fire Aug. 6. Loss estimated \$1,500, insurance \$800. It is thought that the fire started from an overheated journal of the elevator shafting.

A report from Charleston, Ill., is to the effect that chinch bugs have greatly damaged the corn. Coles is one of the banner counties of the state, but from estimates made it shows that not a bushel will be raised beyond the need of home consumption. The oat crop is also reported short.

The case of the Pacific Elevator Company against A. B. McCurdy and John Hill, Jr., has been dismissed. The claims, which aggregated \$4,000, were part of the liabilities of the old firm of McCurdy & Hill; \$2,000 was assessed against each member, but after a careful examination of the evidence, the directors decided that the claims were not justified by facts.

The Central Elevator Company, of Chicago, has very gracefully accepted the decision that warehouse men must pay the internal revenue tax on warehouse receipts, and has issued the following notice: "The commissioner of internal revenue having decided that tax on warehouse receipts should be borne by the warehouse men, we are ready to refund for all tax collected by us. Please present your bills for payment."

Contracts have been let for the rebuilding of the Union Elevator at East St. Louis, Ill., which was destroyed by fire January 25th. The contract was awarded to John S. Metcalf & Co. and the elevator is to be completed and ready for operation by September 1st. It will be built of wood, but will be covered with iron and rendered as nearly fire proof as possible. The storage capacity will be 1,000,000 bushels, it will cost about \$120,000.

The Barnard & Leas Mfg. Co. have made the following sales in Illinois recently: Fairbanks, Morse & Co., of Chicago, a No. 2 Victor corn sheller, a No. 2 Cornwall corn cleaner, and a No. 3 and a No. 4 Warehouse separator; Webster Mfg. Co., of Chicago, a No. 66 New Style oat clipper, 5 No. 4 Elevator separators, and a No. 0 Victor combined sheller and cleaner; J. W. Connally, of Hume, a No. 6 Victor corn sheller; M. C. Woodworth, of Winchester, a No. 2 Little Victor corn sheller and cleaner; and Weller Mfg. Co., of Chicago, two No. 2 Victor corn shellers.

MISSOURI.

The new elevator erected at Neosho, Mo., has been completed and is now in operation.

The Montrose Grain Co. at Montrose, Mo., has lately purchased a Dickey Overblast Cleaner.

J. E. Seaver will operate the Union Pacific elevator at Kansas City, Mo., for the Peavey Co.

Harroun Bros. of St. Joseph, Mo., have sold their elevator at Keene, Neb., to the Keene Elevator Co.

The Lamar Mill and Elevator Company is about to erect a 60,000 bushel elevator at Joplin, Mo.

Daniel P. Byrne & Co., who succeeded the Redmond-Cleary Commission Co., are doing a flourishing business.

The Dayton Commission Co. and the Warrick Grain Co., both of Kansas City, Mo., have gone out of business.

The Harrison Hay & Grain Co., of St. Louis, Mo., has made an assignment. It will probably re-embark in business again.

The Kearney Mill Company, of Kearney, Mo., are planning to erect a new grain elevator in connection with its plant.

J. B. Dunn, the grain buyer at Asbury, Mo., has moved his scales from the P. & G. and has erected them on the Frisco track.

The Jones Elevator Co. at St. Louis, Mo., has been incorporated with a capital of \$10,000 by M. J. Mullaly, V. J. Jones, J. F. Mulhern and others.

The Wabash Elevator Co. of St. Louis, Mo., has been incorporated with a capital of \$6,000 by J. P. Nauson, S. A. Whitehead, Wm. Grossmuck and G. W. Walls.

The Dayton-Wooster Grain Co. at St. Louis, Mo., has been incorporated with a capital stock of \$10,000 by Charles Dayton, Reuben L. Wooster, Norris H. Maxon and others.

The Woodson-Young Grain Co., of Kansas City, Mo., has been incorporated. Capital stock \$7,500. The incorporators are E. H. Young, F. M. Brown, Ashby Woodson and Edmund G. Vaughn.

A movement is again on foot among the members of the Merchants Exchange of St. Louis to compel the recognition of hard winter wheat as a contract grade. The question has been up several times since the rule permitting the delivery of hard wheat on contracts was abolished, but the elevator interests, commission men and the chronic bears are not satisfied with the results, and are determined to have the matter brought up again.

One of the oldest men connected with the grain commission business of St. Louis is Daniel P. Byrne, of Daniel P. Byrne & Co., successors to the Redmond Cleary Commission Co., which was one of the oldest commission houses in that city, it having been established in 1854. Mr. Byrne entered the employ of the late Redmond Cleary in 1870, starting as errand boy and advancing gradually until he had held every position in the office. Finally when the company was dissolved on account of the death of Mr. Cleary, Mr. Byrne was vice-president. He had been connected with this one company for twenty-eight years, and during that time gained a wide acquaintance with country shippers, many of whom still continue to do business with him.

IOWA.

T. B. Stanbury has opened an elevator at Emery, Iowa.

W. H. Smith, of Sigourney, Ia., has built a new elevator.

Jas. A. Cunningham, of Havre, Iowa, is building an elevator.

Chester Beck, of Hedrick, Ia., is now buying grain at Martinsburg.

A. C. Wilkinson, of Alta, Ia., is operating the elevator at Meriden.

The Kansas City Grain Co. will erect a new elevator at Denison, Iowa.

Gray, Babcock & Sears have reopened their grain office at Ida Grove, Ia.

Eversole & Hunter, of Gilmore City, Ia., are building an addition to their elevator.

J. C. Manly, of Sioux Rapids, Ia., is making extensive improvements to his elevator.

Byam & Van Patter, of Hubbard, Ia., are building a 60-foot addition to their elevator.

The Spencer Grain Co., of Spencer, Ia., has bought the McMichael elevator at Ruthven.

C. P. Christianson of Randall, Ia., has recently made some improvements in his elevator.

James Marriott of Bentonsport, Ia., has improved his elevator by the addition of an office.

Smith & Webster are the new managers for the M. C. & Ft. D. elevator at Eagle Grove, Ia.

N. P. McLeon, of Rock Valley, Ia., has purchased the Farmers' elevator. Consideration \$2,250.

Simmons & Son, of Lake View, Ia., are arranging for extensive improvements to their elevator.

Fred Hein's elevator at Grafton, Ia., was burned July 29. It was being operated by Gilchrist & Co.

M. Hennessy, Orient, Iowa, recently bought a Warehouse Cleaner of the Johnson & Field Mfg. Co.

Charles V. Pollock has succeeded to the business of Morgan & Pollock, grain brokers, of Des Moines, Ia.

Chas. Blaesser, of Hawarden, Ia., has sold his elevator to Granger & Lafave, who are now operating same.

City Mill Co., of Sioux City, Ia., are using Webster Mfg. Co.'s machinery in making the improvements in their plant.

J. H. Downing of Hawarden, Ia., has sold his elevator and grain business to J. B. Mullaney of Beresford.

Lyman Kellogg's elevator at Charles City, Ia., has been greatly improved by the addition of a grain dump.

The A. P. Dickey Grain Co. has placed one of its Overblast Separators in R. R. Whitney's elevator at Aurelia, Ia.

G. H. Elliott of Whiting, Ia., has equipped the cleaning department of his elevator with a Dickey Overblast.

Metcalf & Gannon, of Paulina, Ia., recently placed an order with the Webster Mfg. Co. for complete elevator outfit.

G. W. Priest of Ventura, Ia., has purchased a complete equipment for his elevator, from the E. H. Pease Mfg. Co.

J. S. Robertson, of Osage, Ia., and Mr. Kyle, of Dover, Minn., have purchased the R. B. Smith elevator at Orchard, Ia.

Imholt & Klesspies, of Haverhill, Ia., have dissolved partnership. Mr. Klesspies will operate the elevator at that point.

A. D. Hayes is building a new elevator at Wayland, Ia., the machinery equipment being supplied by the E. H. Pease Mfg. Co.

The Spencer Grain Co., of Spencer, Ia., is increasing the capacity of its elevator at Everly, by the addition of a cleaning house.

Ackerly & White have recently placed one of the Johnson & Field Mfg. Co.'s warehouse cleaners in their elevator at Beaconsfield, Ia.

The Iowa Crop Service Bureau report that the flax acreage for this year is 225,014 acres, as compared with 249,882 acres for last year.

W. R. Bloom of Garner, Ia., has bought the elevator at Thornton. It uses steam power, and is equipped with all modern improvements.

J. E. Noble of Maurice, Ia., has been improving his elevator by raising his office and scales and putting a brick foundation under them.

D. K. Unsicker of Wright, Ia., will erect a modern up-to-date elevator, it will have two dumps and telephone connection with Oskaloosa.

Dingley & Cook of Algona, Ia., have sold the Northwestern elevator to Mr. Smith who is from Minnesota. He is to take possession this fall.

N. R. Clift, of Zeoring, Ia., is making some additions to his elevator and has placed his order with the Webster Mfg. Co. for the necessary machinery.

F. M. Campbell, of Randolph, Ia., is refurnishing his elevator with modern up-to-date machinery. He has placed his order with the Webster Mfg. Co.

Albro & Isham, of Esterville, Ia., are making extensive improvements to their elevator, by the building of an addition which will have 50,000 bushels capacity.

Walter Stickney of Warren, Ill., is to superintend the construction of the new elevator at Staceyville, Ia. Kern & Scofield of Charles City, Ark., the contractors.

T. S. Johnson of Bonair, Ia., is equipping his elevator with new machinery and a 25 horse power engine and boiler supplied by the E. H. Pease Mfg. Co., of Racine, Wis.

A. W. Hagerman's elevator at Mondamin, Ia., which was recently burned, is now being rebuilt. The Webster Mfg. Co. have the contract for the necessary machinery.

F. H. Hancock of Danbury is erecting an up-to-date 35,000 bushel elevator. The power used will be a 20 horse power gasoline engine. He expects to have it ready for operation by September 1st.

Jas. Archer of Cherokee, Ia., has sold the Williams elevator to Ed. Daniels of Marcus. The building is being taken down and will be re-erected at some point on the Iowa Central. Location not decided.

The grain elevator and business of the late O. A. Strong, at Cedar Falls, Ia., have been purchased by the Forest Milling Co., of same place. Consideration \$1,800. The business will be continued under the management of Del Shepherd.

D. K. Unsicker Grain Co., Wright, Ia., We are looking for a prosperous season, as growing corn promises an extra large crop. The contractors are just putting the finishing touches on a new modern elevator for us here. We expect to have another one built along the line before snow flies.

The Barnard & Leas Mfg. Co. report the following sales for Iowa: C. Counselman & Co., of Lena, a No. 1 Victor corn sheller and a No. 1 Cornwall corn cleaner; St. Paul & Kansas City Grain Co., of Tama, a No. 1 Victor corn sheller and a No. 1 Cornwall corn cleaner;

W. P. Adams, of Odebolt, a No. 3 Victor corn sheller, No. 4 Cornwall corn cleaner and a No. 1 Elevator separator; John Struve, of Lyons, a No. 2 Little Victor corn sheller and cleaner.

KANSAS.

Gust Witt, of Hays, Kan., is building an elevator at Hudson.

Denton Bros. have put a new boiler in their elevator at Centralia, Kan.

Whitmer Bros., of Conway Springs, Kan., have located an agent at Alva.

S. A. D. Glasscock and Scott Shelter have gone into the grain business at St. John, Kan.

M. Worthy, of Wetmore, Kan., contemplates putting up an elevator in the near future.

Atchison, Kan., is making preparations for its annual corn carnival. Will Haskell will be its manager.

The Plainville Mill & Elevator Co., of Plainville, Kans., has added to its plant a new elevator and dump.

E. J. Eveleigh, of Maherville, Kan., has placed a Dickey Overblast Grain Cleaner in his elevator at Boyd, Kan.

The Brinson-Judd elevator at Neodesha, Kans., which was destroyed by fire nearly a year ago, is being rebuilt.

The Santa Fe elevator at Solomon, Kans., has been leased by Giles & Morse, of Manchester, and is now in operation.

J. R. Burrows of Smith Center, Kans., will erect a large elevator at that point, and equip it with a gas engine, sheller and cleaner.

Pierce & Farrish, of Effingham, Kan., have sold their elevator to C. E. Smith & Co., who now succeeds them in business at that place.

Cortelyou Bros., of Corning, Kan., have thoroughly overhauled their elevator at that place and added a new Fairbanks Hopper scales.

The new grain buying firm of Barrett & Hale, the members of which are E. Barrett and N. S. Hale have again decided to locate in Wellington, Kan.

J. E. Bartholomew, of Topeka, Kan., has made a grain map of Kansas, which has been shipped to Omaha, to be placed in the Kansas building at the Exposition.

Big stalks of corn 14 feet high have been sent from Wichita, Kan., to be placed in the Kansas exhibit at the Omaha Exposition.

The Barnard & Leas Mfg. Co. has sold J. L. Stevens, of Dalton, Kan., a No. 33 special grain separator; the La Crosse Lumber & Grain Co., of La Crosse, a No. 1 elevator separator, and Stuart Hare, of Enterprise, a No. 2 oat clipper.

Frank Thoman, Summerfield, Kan., writes: On July 27 this section was visited by a terrible hailstorm. Pieces of ice over 10 inches around fell and totally destroyed the corn crop in places. Corn in this section cannot be more than half a crop.

The grain elevator at Pierce Junction was destroyed by fire July 15. J. R. Bailey, the owner, was in Colorado at the time. This is the second time in three years that Mr. Bailey has been burned out. Considerable new wheat was destroyed. The cause of the fire is unknown.

The regular dealers of the vicinity of Warrick, Kan., are no longer bothered with the unreasonable competition of scalper Page. He operated at many stations and paid more than grain was worth. He finally failed and left for

parts unknown much to the relief of legitimate dealers who prefer to make expenses.

Chief Culver, of the Kansas state grain inspection department, has, in accordance with an opinion rendered by the district attorney, discontinued the use of the 10-cent war revenue stamps on inspection certificates. He has also announced that the fees for inspection which have been charged during the administration will stand only until August 1st, at which time the fee will be reduced from 25 cents to 15 cents. The fees for weighing and sampling will remain the same.

F. D. Coburn, Secretary of the Kansas Department of Agriculture, in his report for August, says: The crop of winter wheat aggregates 60,570,656 bushels, being with one exception (1892), the largest ever grown in the state. The yield per acre is figured on the entire acreage shown and is 13.51 bushels. The aggregate acreage sown was 4,481,637, or 35 per cent greater than in the preceding year, and the product greater by 10,530,282 bushels. Wet weather, extreme heat resulting in rust and falling down when the heads were filling, cut the yield much below what had promised almost a certainty, while the quality of much of the grain that ripened was seriously injured; hence a consensus of the carefully analyzed reports indicates that probably 8 per cent of that total or about 5,394,894 bushels is unmerchantable for flouring purposes; 36.33 per cent or 22,000,187 bushels can be rated as "medium," and 54.75 per cent or 33,166,575 bushels as "good." Thus, taking no account of that reported as unsuitable for flour, the state appears to have in sight 5,135,388 bushels more of milling winter wheat than was raised in 1897. About 33 per cent is reported as likely to be marketed by October 1, and the acreage that will be sown the present fall as slightly larger than last year's sowing. SPRING WHEAT: The yield of spring wheat is 1,380,291 bushels, or 11 $\frac{1}{4}$ bushels per acre on 117,485 acres. This is about 40 per cent more of this grain than was grown last year on a considerably larger acreage. Sherman is the leading spring wheat county, with 338,445 bushels, followed by Decatur, Rawlins, Cheyenne, Thomas and Norton in the order named, each with more than 100,000 bushels. The quality is quite invariably reported medium or good. RYE: Acres, 153,600; yield, 2,397,841 bushels; yield per acre, 15.6 bushels. OATS: The yield of oats is 18.75 bushels per acre on 1,055,645 acres, or 19,832,731 bushels. The acreage was larger than last year, but the total yield less by 15 per cent. Very little good oats is reported. Sedgwick and Washington are the only counties reporting 1,000,000 bushels or more, with yields of 25 and 28 bushels per acre, respectively. CORN: The season throughout has been in most of the state adverse to corn. Weather too cool and entirely too wet interfered with planting, germination and cultivation up to the beginning of July, and since then the opposite conditions have prevailed to such an extent that the poor stand, late planting, rank growth of weeds and too dry, baked condition of the soil could not be overcome. Of course there are local exceptions and favorable situations giving ample promise, but the average condition for the whole state is 57, against 79, May 31st. In 40 corn counties it is higher, reach-

ing 105 in Chautauqua and 100 in Linn and Rawlins. It is 95 in Woodson, 94 in Cherokee and 80 or above in Coffey, Cowley, Logan, Norton, Pratt and Sheridan. In 39 counties the condition ranges at 70 or above. The worst showing applies largely in some of the very foremost corn-producing counties. The area planted was 7,242,437 acres, or nearly 13 per cent or 1,051,000 acres less than in 1897. BARLEY: Acres, 122,458; average yield per acre, 23.25 bushels; total yield, 2,848,144 bushels, or 65 per cent more than last year. Ness leads in this crop, with nearly 10,000 acres and Lane has more than 7,000. FLAX: The area in flax was 50,000 acres or about 30 per cent greater than last year, and the increase in output 36 per cent. Total acres, 219,393; total crop, 1,638,415 bushels; yield, per acre, 7.46 bushels. Anderson county had the most—19,366 acres. Allen, Bourbon, Cherokee, Coffey, Franklin, Johnson, Linn, Miami and Neosho are the other counties raising upwards of 10,000 acres each. OTHER CROPS: The condition of other crops is as follows: Broom corn, 74; castor beans, 75; clover, 85; timothy, 80; alfalfa, 86; pastures, 90; millet, 78; Kafir corn, 83; sorghum, 84.

NEBRASKA.

C. Regan has purchased the Dunn-Howard Elevator at Diller, Neb.
J. R. Bailey's elevator at Pierce Junction, Neb., was destroyed by fire.
Smith & Co. have sold their elevator at Holstein, Neb., to Charles Carter.
Robb & Son have opened the old Joseph Tighe elevator at Wabash, Neb.
T. P. Ritchey has completed his new 7,000 bushel elevator at Wabash, Neb.
J. R. Koum of Lorton, Neb., has built a new elevator of 7,000 bushels capacity.
L. S. Crittenden has built a new 10,000 bushel elevator at Tecumseh, Neb.
Hand & Hoblitzel have purchased the E. P. Bacon elevator at Barnston, Neb.
W. A. Chittwood has leased the elevator of Richards Bros., at Riverton, Neb.
E. R. Spencer of Firth, Neb., has succeeded W. L. Spellman of Blue Springs, Neb.
A new firm took possession of the Farmers' elevator at Ohio, Neb., July 15th.
W. J. Haynes of Hastings, Neb., has sold his elevator to Alexander & Williams.
The Fremont Milling Co., Fremont, Neb., has put in a new Dickey Grain Cleaner.
W. T. Oats has purchased the elevator at Oxford, Neb., formerly run by J. E. Williams.
The Peavy Elevator Co., of Minneapolis, Minn., is enlarging its entire plant at Omaha.
N. B. Updike of Harvard, Neb., has purchased the Shelly-Westbrook elevator at Thayer.
The Central Granaries Co., of Omaha, Neb., is building a 350,000 bushel elevator at Lincoln.
Clarence Miles, of Hastings, Neb., has leased the W. H. Ferguson elevators at Hartwell and Phillips.
F. W. Lerach of Cook, and Mr. Montague of York, Neb., will operate the Cook mill and elevator.
Adams & Gilbert, of Weeping Water, Neb., have sold their elevator to a new firm, Calkins & Ireland.

The elevator at Palisade, Neb., has been opened by eastern parties. T. M. Hany will be the buyer.

The Loup Valley Grain Co. has purchased an elevator on the U. P. R. R. of J. W. Perry, at Ord, Neb.

The Central Granaries Company of Omaha, is building a 200,000 bu. storage elevator at Holdrege, Neb.

Smith & Conklin of Minden, Neb., have sold their elevator at Reegan, Neb., to Stevens & Carroll.

D. R. Hopkins of Crete, Neb., has equipped his elevator at Wilber, with a Dickey Overblast separator.

A. F. Campbell & Co., of Hildreth, Neb., have adopted the Dickey Overblast Separator for their elevator.

Alexander & Williams, of Hastings, have succeeded David Black at Spring-ranch, Neb. on the K. C. & O.

L. N. Wheeler of Western, Neb., has accepted a position with a grain firm at Moorefield, Neb. His family will join him soon.

H. H. Troth has succeeded the Kellogg Grain Co. at McCook and Stratton, the Kellogg Grain Co. going to Cedar Bluffs, Kan.

Morehouse & Co., of Gresham, Nebr., have remodeled their elevator, put in a new foundation and built a 10,000 bushel addition.

Lincoln now claims supremacy over her sister cities in Nebraska in having the largest elevator and grain storage plant in the state.

Ernest Meyer, of Oak, Neb., expects to build an elevator with 15,000 to 20,000 bushels capacity, for operation in connection with his mill.

A new company at Minden, Neb., by the name of the Wright Grain Co. will operate houses at Keene, Minden, and Norman on the K. C. & O.

The Sidnam Elevator Co., of Omaha, Neb., has completed the erection of a new grain house which it will run in connection with its elevator.

J. W. Hupp & Co., of McCook, Neb., has opened the elevators at Palisade and Wanauta, which have been closed for three or four years owing to the crop failures.

Geo. S. Clayton, of Denver, Colo., has purchased the elevator of W. W. Mitchell at Wood River, Neb., also the Morris & Davis elevator at Belgrade, Neb., both on the U. P. R. R.

The Central Granaries Co. of Omaha has bought out the Dunn-Howard Grain Co. at Wymore and Ohio, Neb. It has also purchased the W. W. Barnhouse elevator at Adams, Neb.

Geo. P. Kingsley of Minden, Neb., has purchased the elevator of C. P. Tarkington at Minden, and of the E. W. Lambertson Co., at Norman, Neb. He has also leased elevator at Keene, Neb.

The Smartville Grain and Live Stock Company of Smartville, Neb., has filed articles of incorporation. The incorporators are, S. B. Barker, L. W. Lantz and Albert Hendrea. The capital stock is \$2,000.

W. H. Chambers, Omaha. Trade conditions are not as bright for Nebraska as they were last year. We have a large wheat crop, but the corn crop will not exceed one-half of what we had last year.

The Duff Grain Co. of Nebraska City will have its new cleaning elevator ready for use about August 15th. It will

have a storage capacity of about 80,000 bushels and a transferring capacity of 40 cars a day.

A. C. Maxon, Jr., of Eldorado, Kan., has located at Eureka, Kan., where he has office room with P. M. Moore & Co. He represents the Abbott Bros. Brokerage Co. of Kansas City, dealers in grain, provisions and stocks.

At the meeting of the stockholders of the Farmers' and Merchants' Union Elevator Association, held in Columbus, Nebr., the old board were re-elected, viz.: J. H. Galley, A. H. Ives, G. W. Galley, Jr., W. F. Dodds and W. A. Way.

The following sales in Nebraska have been made recently by the Barnard & Leas Mfg. Co.: J. A. Campbell & Son, of Lincoln, 2 No. 2 Victor corn-shellers and a No. 4 Cornwall corn-cleaner; W. W. Cameron, of Chester, a No. 2 Cornwall corn-cleaner; Seeley, Son & Co., of Freemont, a No. 1 Victor corn-sheller and 2 No. 1 Cornwall corn-cleaners; H. M. Esterday, of McCook, a No. 2 W. H. separator.

The Central Granaries Co., of Omaha, Neb. has increased its capital stock to \$350,000 all paid up. It has opened offices at Kansas City, and rented the Sun elevator. J. Chisholm will be manager. The directors elected are, H. O. Berger, President; C. S. Crittenden, Jr., C. Monogold, Jr., Milwaukee, Wis., J. C. Gifford, Chicago, and Alex Berger of Denver. The officers elected at the annual meeting were as follows: Alex Berger, President; C. S. Crittenden, Vice-President, and H. O. Barber, Secretary and Treasurer.

The Omaha Elevator Co. is building twelve new cribbed houses on the U. P. R. R. varying in size from 20,000 to 40,000 bushels each. All to be fitted with gas engines, new offices, scales, etc., being as near complete for country work as they can be built. The machinery equipment for each will be supplied by the Webster Mfg. Co. The location of some of them are as follows: At Shelton, a 40,000 bushel house; at Platte Center, 40,000 bushel; at Stromsberg, 40,000; Warrenville, 20,000; Riverdale, 20,000; Glenwood Park, 20,000; Gothenburg, 20,000; Elm Creek, 20,000; and Ord 30,000.

W. H. Chambers, secretary of the Nebraska Grain Dealers' Association, has accepted a position with the Peavey Grain Co., of Chicago, and will represent it in western Iowa and Nebraska, making his headquarters at Omaha. The association will lose one of the most efficient secretary's any association has ever had. He has reduced association work to a practical basis and done much to advance the common interests of the regular dealers of that state. He has a wide acquaintance with the dealers of the West and will surely fill his new position with credit to himself and profit to his employers.

W. H. Chambers, of Omaha, secretary of the Nebraska State Grain Dealers' Association, was in Chicago this week. He says, "the report that the Nebraska Association will bring suit against Kansas City commission firms is erroneous. We do not expect to do business that way. During the last month we have held a conference at Kansas City, and I believe we will soon secure a satisfactory remedying of the shortage troubles in the market. We strive to maintain harmony, not to stir up discord. During the past two months I have held 16

meetings, and will hold as many in the next two. By getting the dealers in a small territory who are in competition with one another, together and discussing their wants and conditions, benefits have been derived that it is impossible to get at in any other way. It also builds up the State Association more thoroughly, and as a result of this class of work our membership has now increased until it represents 500 of the 700 elevators of the state. This is truly encouraging. The balance are coming in very rapidly."

WISCONSIN.

The Great Northern road is contemplating the building of a large steel elevator at Superior.

The Tibbett elevator at Fond du Lac, Wis., operated by Paine Bros. & Co., of Milwaukee, has been closed.

Ex-Mayor McEachron of Wausau, Wis., will erect a mammoth warehouse at Oconto, Wis., and will go into the grain business.

The C. Reiss Coal Co., of Sheboygan, Wis., is going to build a 700,000 bushel elevator. The contract is to be let in the near future.

The Cargill elevator at De Pere, Wis., has resumed operations again, and is ready for grain. It had been closed for about two months.

Work on the construction of The Dousman elevator at De Pere, Wis., has been commenced. It will have a capacity of 25,000 bushels.

McHenry & Potter, stock and grain brokers at Janesville, Wis., have closed up shop, as it did not prove a good point for their business.

Peter Jorstad, of Baldwin, Wis., will remodel his grain warehouse into an elevator. The contract has been let to the Barnett & Record Co.

A fire originating from spontaneous combustion did considerable damage to the Milwaukee Malt & Grain Co.'s elevator at Milwaukee, Wis.

Mintzloff's elevator at Port Washington, Wis., is having an addition built, 27x30 feet and one and a half stories, which will be used as a warehouse.

The Macdonald Engineering Company made the plans for the new 750,000-bushel elevator to be built at Sheboygan, Wis., by the Reiss Coal Company.

F. B. Rice has severed his connection with the Bell Commission Co., of Milwaukee, Wis., and gone to Chicago as secretary of the Star & Crescent Milling Co.

W. W. Cargill & Co., of Green Bay, Wis., recently placed an order with the Webster Mfg. Co. for new rope drives, elevators, etc., for their elevator at Green Bay.

The Draper elevator at Janesville, Wis., caught fire July 28th from sparks from a locomotive. It was an old building and contained machinery worth \$400 which was damaged.

Grain men, railroads and elevators of West Superior, Wis., are all ready for the big rush of wheat this fall. The crop is reported to be about two weeks earlier than last season.

The work of renovating the Chamber of Commerce trading hall at Milwaukee, Wis., is nearly completed. With its new paint and decorating, it will be one of the finest in the country.

The stone foundation for the new 1,300,000 bushel elevator at Manitowoc, Wis., is completed, and the contract for the structural work has been let to the

Barnett & Record Co. The work will be pushed rapidly forward to completion.

The board of directors of the chamber of commerce at Milwaukee has reduced the charge on weighing and supervising weighing of grain into elevators and other places of delivery from 35c to 30c per carload. The outgoing weighing charges remain at 25c per carload.

The Great Northern elevators A and X at West Superior, Wis., are being equipped so that they can be operated by electric instead of steam power. To this end two new substantial buildings are being erected near the elevators, one a power house, 65x85 feet, and the other a 45x75-foot boiler house.

The Rohr Brewing Co., of Green Bay, Wis., is putting two new elevators into its malt house; these will be for elevating green malt and barley to the fifth floor of the building and will have a capacity of 1,500 bushels per hour. They are being put in by the Rice Machinery Co.

The American Malting Company of Milwaukee, Wis., is erecting a complete iron elevator at Milwaukee. Its total capacity will be 500,000 bushels. It will be constructed of three monster iron tanks, the capacity of each to be over 175,000 bushels. The structure when completed will cost \$35,000 and will be absolutely fireproof.

The board of directors of the Milwaukee Chamber of Commerce has adopted the following resolution: "Resolved, That the revenue tax on trades in futures and sales of cash grain is an expense which legitimately is chargeable to the principal, and that the cost of stamps covering such trades should be included among the charges on accounts, purchases and sales, and account sales, and deducted from the gross proceeds of the same."

Armour & Co., of Chicago, Ill., will soon control four of the largest elevators at Milwaukee, Wis., leased from the Milwaukee & St. Paul railroad. The elevators are A, B, C, and E, and they will be operated after September 1st by the Milwaukee Elevator Company. Elevator A has a capacity of 800,000 bushels; that of B, 600,000 bushels; C, 450,000 bushels; and E, 1,100,000 bushels. Paine Bros. Company has used elevator C and E and Kraus & Co. elevator A and B.

MINNESOTA.

D. C. Young will erect a new elevator at Sauk Rapids, Minn.

Hubbard & Palmer's new elevator at Ash Creek, Minn., is nearing completion.

Alex Mitchell will build a new elevator on the Burlington road at Jasper, Minn.

N. K. Simmons & Co. are erecting a new elevator of 15,000 bushels capacity at Rice, Minn.

The Garfield Farmers Elevator Company at McIntosh, Minn., has declared a big cash dividend.

Elevator men of Duluth are refunding money paid by dealers as taxes on warehouse certificates.

The Exchange Grain Company, of Minneapolis, is erecting an elevator at Hutchinson, Minn.

The Eagle Mills Elevator Company will erect a new 25,000 bushel elevator at Lamberton, Minn.

The Farmers' Co-Operative Elevator Co. of Faribault, Minn., is building a 30,000 bushel elevator.

James Pettit of Minneapolis is now located at Chicago as a representative of the Peavey Elevator Co.

The Farmers' Elevator Company, at Morris, Minn., has made several improvements in its elevator.

The Sheffield Milling Co. expects to erect a steel elevator to hold 50,000 bushels at Faribault, Minn.

D. J. Hooley is chairman of a committee to raise funds for erecting an elevator at Stillwater, Minn.

The Minneapolis & Western elevator at Bingham, Minn., was destroyed by fire on the evening of July 25.

The Diamond Elevator Company, of Minneapolis, will erect a two-story frame warehouse, to cost \$1,200.

The Barnett & Record Company has secured the contract to erect a 25,000-bushel elevator at Waseca, Minn.

N. K. Simmons & Co. are building a 15,000 bushel elevator at Rice, Minn., to replace the one recently destroyed by fire.

The Hyde Elevator Company, of Wykoff, Minn., is building an elevator at Wykoff. The dimensions are 28x31x52 feet.

Woodworth & Co., of Minneapolis, will erect a new elevator at Stillwater, Minn. It will have a capacity of 40,000 bushels.

The Farmers' Co-Operative Elevator Co. of Ortonville, Minn., settled the location of their new elevator by purchasing the Gold.

Nels Hanson has purchased the elevator at Canby, Minn., which he will operate. It was formerly owned by Jennison Bros.

The Gregory-Carter Company, of Minneapolis, has been incorporated to do a grain and elevator business. Capital stock, \$50,000.

Col. C. H. L. Lange of Ortonville, Minn., will move to Northville, South Dakota, where he will engage in the grain business.

The Northwestern Elevator Company will rebuild its elevator at Bathgate, Minn. The old elevator was destroyed by fire last spring.

George Barber, who has had charge of an elevator at Swea City, Ia., has gone to Bryan, S. D., where he will go into the grain business.

The Farmers Elevator Company has completed its new 30,000-bushel elevator at Cokato, Minn. J. Ojanpera will manage the business.

The Atlantic elevator at Elbow Lake, Minn., having a capacity of 30,000 bushels, was totally destroyed by fire. The elevator was empty.

The Sidle-Scott Company, of Minneapolis, have filed articles of incorporation and will go into the grain business. Capital stock, \$10,000.

The Minneapolis & Northern Elevator Company has completed the erection of a brick power house at Ashby, Minn., and will add a gasoline engine.

The contract for building the new farmers' elevator at Sleepy Eye, Minn., was let to McRae & Co. The farmers' company has a capital of \$3,000.

The M. & N. Elevator Company will erect a 30,000-bushel elevator at Felton, Minn. The Imperial Company contemplates erecting an elevator there also.

The Peavey warehouse at Magnolia, Minn., will be rebuilt and remodeled into a 20,000-bushel elevator. It will derive its power from a gasoline engine.

Chas. Lacy, of Lyle, Minn., is making several improvements in his elevator at Lyle. Among the improvements he will

add are a new dump and also a gasoline engine.

The Farmers Elevator Company will build an addition 24x26 feet to its elevator at St. James, Minn. It will give them an extra storage capacity of about 12,000 bushels.

The A. & F. Michael Elevator Company, which has been in the grain business at Preston, Minn., and McGregor, Ia., and intervening points, over fifteen years, has ceased to do business.

The St. Anthony Elevator Co. at St. Paul, Minn., had some blank checks stolen bearing the president's signature. The crook filled in and succeeded in getting two cashed, one for \$16.25, the other for \$18.50.

A. Moritz, who takes the presidency and management of the New Atlas Elevator Company at Minneapolis, has opened offices in the Corn Exchange building. His company operates ninety-four elevators, including two terminal houses at Winona.

The Cokato Elevator Company, of Cokato, Minn., has held its annual meeting and elected the following officers: S. J. Swanson, president and treasurer, and G. P. Olson, secretary, together with the old board of trustees. They report a good business and a dividend of 50 per cent has been declared.

E. H. Moreland, of Luverne, Minn., and W. J. Kinne, of Beaver Creek, Minn., have purchased the elevator at Hills, Minn., and have rented it to E. A. Brown. Mr. Kinne will move to Hills, Minn., and look after the interests of the elevator for Mr. Brown.

Nicholls & Taylor under the name of the Great Eastern Elevator Co., have begun the erection of a terminal elevator in southeast Minneapolis. It will have a full line of machinery for the handling of coarse grain. Capacity 150,000 bushels. Cost \$30,000. James L. Record has secured the contract.

A big deal took place at Winona, Minn., not long ago by which the grain interests throughout that entire section of the country will be affected. The Winona Mill Company and the Dakota Grain Co. went into liquidation, and at a meeting of the stockholders they were consolidated and transferred to a concern in Minneapolis. The name of the new concern is the Atlas Elevator Company. A. G. Moritz will be the manager. The property was valued at \$250,000.

PACIFIC COAST.

Reports from the vicinity of Bakersfield, Cal., say that the wheat yield is large and of a good quality.

The North Washington Grain Company, of Spokane, Washington, has been incorporated. Capital stock, \$10,000.

Orlando Loucks, an old grain man of San Francisco, died of asphyxiation July 24th. He was sixty-nine years old.

A report from Oregon City, Ore., is to the effect that the wheat crop is fairly good in that vicinity, and that the threshers are now at work.

President J. J. Hill of the Great Northern is contemplating building an elevator on the Pacific Coast. All grain on the coast is now handled in sacks, and stored in warehouses, and if they adopt the elevator it will reduce cost of grain handling from 10 to 15 per cent.

The newly elected officers of the San Francisco Produce Exchange are: President, Herman Eppinger; vice president, Thomas Watson; treasurer, Jas. Hogg; secretary, T. C. Friedlander. Directors—S. Anspacher, R. A. Bray, W. F. Soule,

T. R. Ballinger, A. B. Costigan and F. H. Wheelan.

A fire destroyed six warehouses at Dayton, Wash., on the evening of Aug. 3rd. There was about 30,000 bushels of grain in the elevators destroyed. The elevators burned were the Alliance house, Engel house, Engel & Gillis house, Brougham house, besides two of the Western warehouse's. Several cars of sacked grain were also destroyed.

NORTHWEST.

Dick Stowell, of Voss, N. D., is building a new elevator.

Hodges & Hyde are building a large elevator at Artesian, S. D.

The new elevator at Dozey, N. D., is rapidly nearing completion.

N. B. Davidson, grain and hay dealer at Butte City, Mont., died recently.

There will be a new elevator built at Kimball, S. D., for Blodgett-Anderson. The Huntington Elevator Co., of Parker, S. D., is arranging to build a new elevator.

A new, modern, up-to-date 30,000 bushel elevator is being built at New Rockford, N. D.

E. J. Gleason, of Spiritwood, N. D., has sold his elevator to the James Johns Elevator Co.

The new elevator built by the Empire Elevator Co. at Duxbury, S. D., is now finished and ready for business.

Lloyd & Robinson have commenced the foundation for their new 23,000 bushel elevator at Cathay, N. D.

R. C. Cooper, of Cooperstown, N. D., is building a 50,000 bushel elevator. It will make the fifth one at that place.

Bingham Bros., of Arlington, S. D., are remodeling their elevator, and equipping it with a new dump scale and gas engine.

The Farmers' Elevator Co., of Milbank, S. D., has purchased the elevator of the St. Anthony & Dakota Elevator Co. at Milbank.

Howlett & Vedder, grain dealers at Madison, S. D., have dissolved partnership. The business will be carried on by Geo. Vedder.

The Bagley Elevator company at Ipswich, S. D., has completed its elevator. It is much larger and more convenient than the one destroyed by fire.

A severe hail storm recently did considerable damage in North Dakota to the standing grain; the counties of Beadle, Clark, Grant and Cass suffering worst.

Fire destroyed the grain houses of J. F. Wilson, E. Bach Lumber Co., and Arthur Lew at Eureka, S. D., July 7th. The E. Bach Lumber Yard was saved. The loss was very near \$10,000 largely covered by insurance.

Two new elevators have been built at Sykeston, N. D. One by T. H. Cousin, of Fargo, and H. J. Miner, of Sykeston, with capacity of 20,000 bushels, the other by The Monarch Elevator Co., with a capacity of 30,000 bushels.

I. C. Powers of Bozeman, Mont., who owned a large elevator at Belgrade, Mont., lost the elevator by fire July 17th. It was full of grain, mostly oats. A number of farmers had their grain there uninsured. The elevator was worth \$30,000; insured. The loss on grain is estimated \$30,000 with very little insurance. This is the third time Mr. Powers has been burned out during the last six years. Cause of fire unknown, but believed to be from sparks from an engine.

THE SUPPLY TRADE

C. N. Howes, president, and Edw. A. Ordway, southwestern representative of the Invincible Grain Cleaner Co., Silver Creek, N. Y., were in Chicago recently.

The Webster Mfg. Co. is enjoying a very brisk trade with its grain elevator machinery and has lately received quite a number of contracts for complete elevator equipments.

The Daellenbach-Gas & Gasoline Engine Co., of New Castle, Pa., has been chartered, with a capital of \$35,000. A plant for the manufacture of the engines will be located at Ellwood City, Pa.

E. A. Ordway, southwestern representative of the Invincible Grain Cleaner Co., reports a very lively trade on oat clippers in his territory. He says the clipping of grain this year seems to be general among country elevators in the west.

The popularity of the Victor corn shellers and the Cornwall corn cleaners, manufactured by the Barnard & Leas Mfg. Co., seems to be growing very rapidly. Their sales were never so large, and to attempt to fill orders at all they are obliged to run two crews of men, one for the day shift and one for the night shift.

It seems that the grain exporters were not the only people who lost by quick action of the French cabinet in restoring the duty on wheat, July 1st. Some of the marine underwriters had issued insurance on cargoes to arrive prior to date mentioned.

Remember the name....

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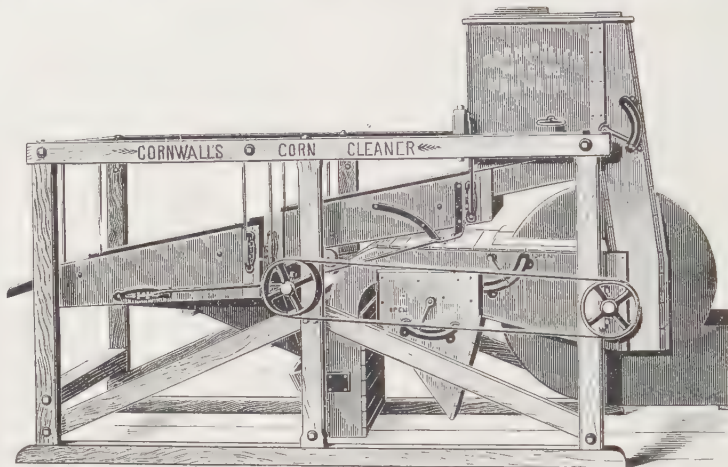
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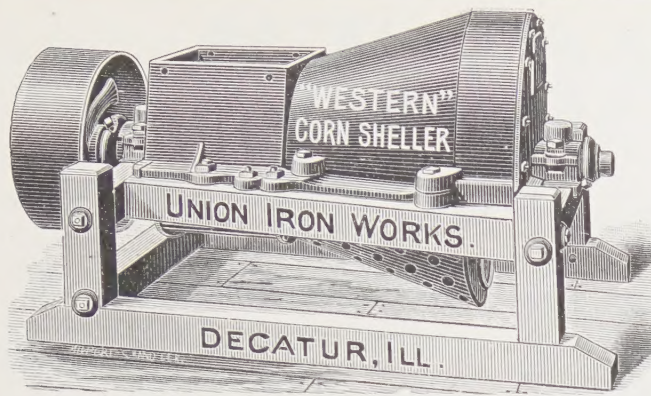
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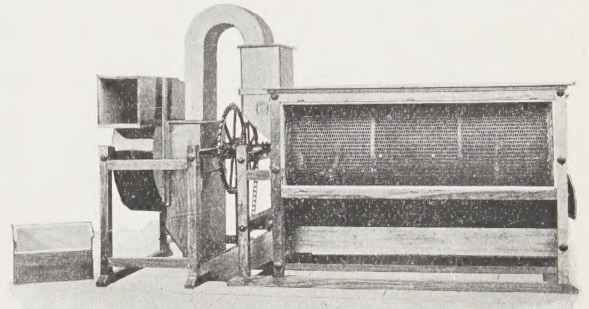
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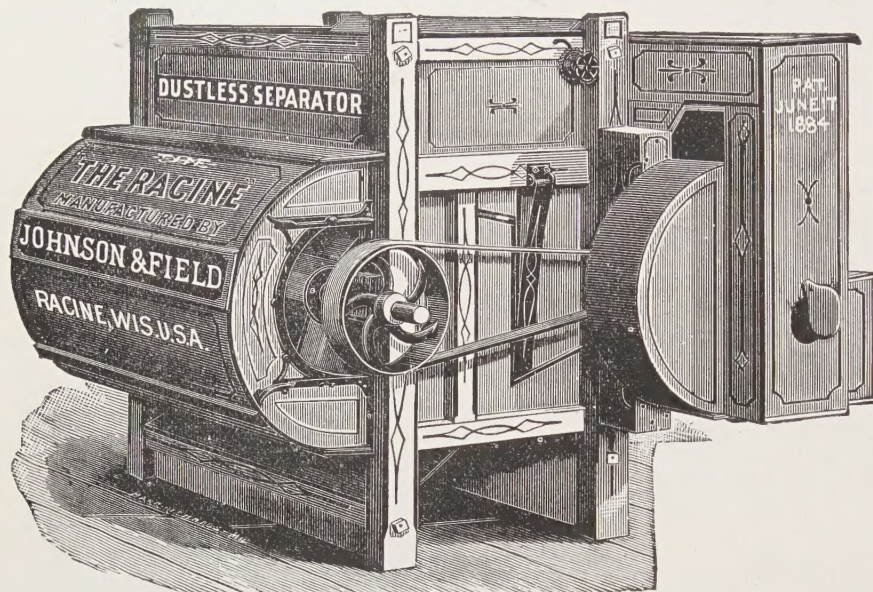
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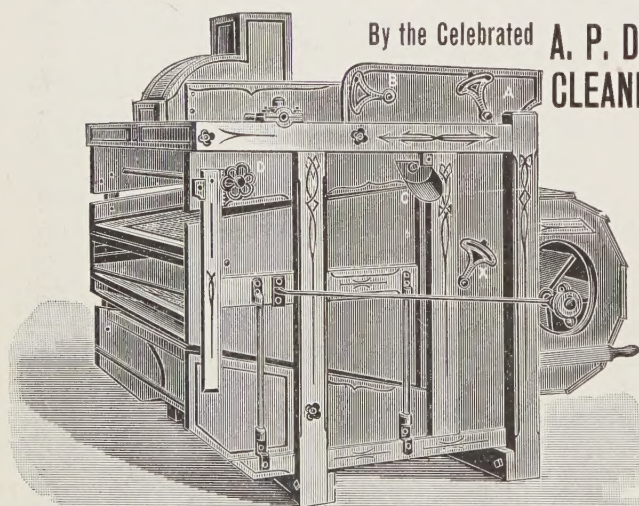
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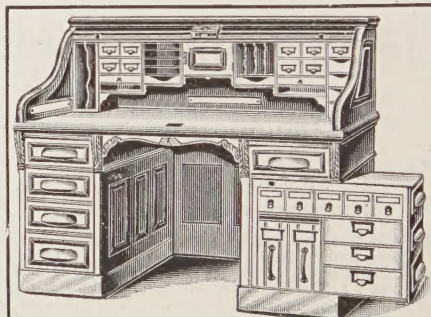
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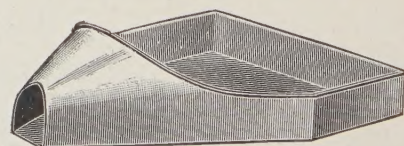
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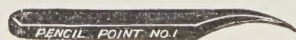
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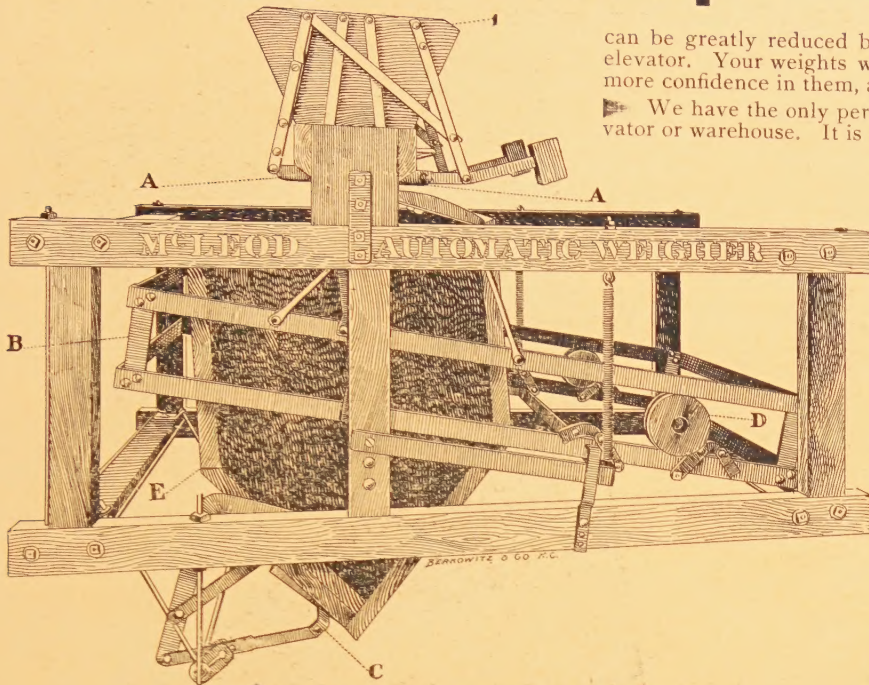
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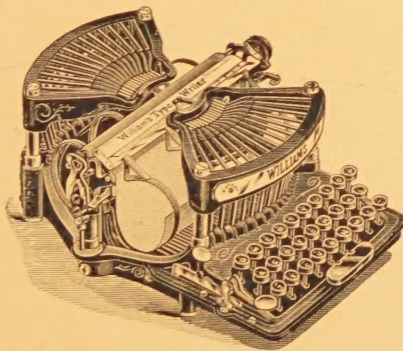
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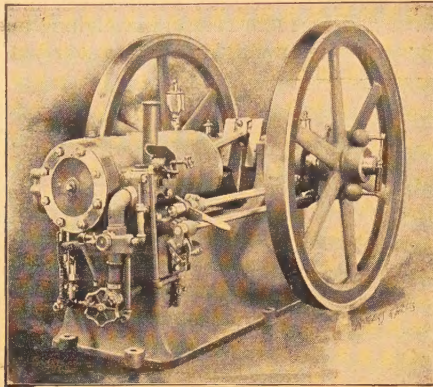
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